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American Railroad Journal.

New York Saturday, July 15, 1871.

Railroad Enterprises in Arkansas.

The favorable prospect of the proposed Southern Pacific Railroad has called attention to the railroads of the Southwest, which will connect this great line with the general railroad system of the country. Its effect has been particularly to encourage several enterprises in Arkansas, which had already been begun in anticipation of a final connection with the Pacific coast. A review of these enterprises shows at once that Arkansas, which before the war had hardly fifty miles of railroad in operation, will in a few years be one of the most important States in railroad affairs, and that Little Rock must be the centre of vast lines connecting not only the Atlantic and the Pacific States, but the northern and southern lines of trans-continental railway.

One important railroad in Arkansas has just been completed, from Hopefield, on the Mississippi river, opposite Memphis, to Little Rock; it is called the Memphis and Little Rock Railroad, and is already influencing the shipping business of the interior. Notwithstanding the embarrassments which have attended all railroad enterprises in that State until this time, the company is now in a condition, it seems, to make important improvements. The road is about one hundred and fifty miles long. For nearly one-fourth of this distance the road-bed is so low that it is liable to be overflowed by the floods which so often swell the Mississippi and its tributaries. The new officers of the company are encouraged by the prospect of business to raise the grade of the road so as to place it beyond this danger.

One important line of road to connect with the Memphis and Little Rock is proposed, to start from a point east of Little Rock, running southwest to Marshall, Texas, to connect with the Southern Pacific Railroad. This will be the most direct central route to Southern California and the important territories of New Mexico and Arizona. It is understood that the Memphis and Louisville Railroad Company, who really control the Memphis and Little Rock road, propose to aid this new line to Texas, and thus its early completion seems assured.

A line of railroad is now building to connect the Memphis and Little Rock Railroad with the western border of the State at Fort Smith, a distance of one hundred and fifty miles. Trains are already running fifty miles west of Little Rock to Lewisburg, and about half the remainder of the distance is partially graded. At Fort Smith this road will connect with a road which is to be built from Kansas City southward through the Indian Territory. When completed, which will be at an early day, these roads will give a short outlet to the grain fields of Kansas, Western Missouri and Arkansas by way of the Mississippi river, which has long been needed.

Important interests are also combined to connect Little Rock with the Mississippi river at or near St. Louis. Twenty miles of the railway northward from Little Rock, is completed, and it is graded nearly eighty miles beyond. The St. Louis and Iron Mountain railroad is rapidly extending southward to meet this line, and it is reported that, as soon as the Southern Pacific railroad is completed, the Illinois Central and some other companies, having connecting roads will aid the construction of a road from a point on the Mississippi river, near Cairo, to connect with the Little Rock road, and thence to extend the line southwest to connect with the Southern Pacific at Dallas in Texas.

Other railroad enterprises proposed in Arkansas are the Little Rock, Pine Bluff and New Orleans railroad, which will run from Little Rock down the valley of the Arkansas river; the Kansas Central, connecting Little Rock with the Mississippi at Helena; the Mississippi, Ouachita and Red River, connecting at the Mississippi river with the Little Rock and Pine Bluff road and running directly west 160 miles to intersect the Missouri and Arkansas Southern line at the Red River near Fulton, and several others of less importance. The State aids nearly all these enterprises. For the next few years, apparently, the growth of the railroad system in Arkansas will be exceeded by that of very few States.

New York, West Shore and Chicago R. R.

The New York, West Shore and Chicago Railroad Company are about to commence the construction of a double track road from this city to Buffalo, a distance, by the route proposed, of 420 miles, which is twenty-four miles less than the distance by the Hudson River and New York Central Railroad. The road will follow the west shore of the Hudson River, close to the water's edge, until it reaches Catskill, when it will leave the river and go in an almost direct line to Schenectady on the Mohawk. Thence the route will lie along the west side of the Mohawk and Erie Canal to Utica, from which it will run in a direct line to Buffalo, leaving Rochester some distance to the north. At Buffalo the road will connect, through the International Bridge, now being built, with the Great Western and Grand Trunk Railways in Canada and through them, and more especially through the Great Western, with the Michigan Central. The Chief Engineer, in his report to the Directors, just published, proposes a double track road of four feet eight and a half inches gauge, with cuts and embankments twenty four feet wide at grade, the bridges to be of wrought iron, the rails of steel, weighing sixty pounds per yard, with ties of white oak and ballast of broken stone. The total cost of the 420 miles he estimated at $26,213,500, or a little over $62,000 a mile. This estimate, however, does not include the cost of station houses or rolling stock. The gentlemen engaged in this enterprise have already substantially completed arrangements in England by which the money necessary for the construction of the road is to be procured at seven per cent. per annum, and Mr. John Courtney, accompanied by the Hon. Wm. M. Evarts, counsel for the company, left for London on the 5th instant to consummate the negotiations.

Chicago, Rock Island and Pacific Railroad.

The gross receipts of this company for the years ending March 31, 1870 and 1871, were as follows:

	1870.	1871.
From passengers	$1,786,956 78	$1,713,123 16
" freight	3,587,002 20	4,023,271 60
" mails	50 931 52	83,190 63
" express	91,351 52	83,543 70
" rents	84,415 44	82,820 42
" inter't on loans, etc	394,608 79	42,337 78
	$5,995,266 20	$6,028,287 29
Expenses, viz:		
Salaries of agents and clerks	$181,096 39	$253,611 16
Books, printing and stationery	50,527 90	43,349 32
Station house expenses	85,100 61	67,177 48
Labor handling freight, watchmen, etc	289,744 07	370,614 30
Conductors, baggagemen and brakemen	146,467 20	160,066 84
Enginemen & firemen	225,589 98	232,260 35
Fuel account	296,487 27	280,060 02
Oil, tallow and waste	58,106 37	58,025 36
Loss and damage of goods and baggage	14,541 90	13,387 93
Damage for injuries to persons	10,110 40	30,452 35
Exchange, interest and discount	40 00	1,312 77
Contingent account	71,717 23	88,623 47
Repairs of engines and tenders	277,011 42	199,701 21
Repairs of cars	299,141 36	351,854 04
Tools and machinery in shops	29,972 17	19,994 36
Repairs of roadway & track	572,793 17	470,735 51
Cost of iron for repairs and renewal of rails	446,120 80	388,348 71
Repairs of fences and gates	34,591 53	17,640 10
Repairs of bridges and draws	72,363 91	76,981 56
Repairs of buildings & fixtures	63,170 87	56,048 59
Damages for cattle killed or injured	43,522 80	30,542 87
Repairs of telegraph	7,689 85	7,822 13
	$3,276,267 20	$3,218,610 43
Legal expenses	19,221 25	24,884 43
Taxes on real estate	116,849 94	133,117 11
U. S. Gov. tax	44,452 85	28,847 09
	$3 456,791 24	$3,405,459 06
Net earnings	$2,538,474 96	$2,622,828 23
From which deduct—		
Rent of Peoria and Bureau Valley Railroad	$125,000 00	
Interest on bonds	617,751 75	
Dividends, includ'g tax	1,229,466 00	
		1,972,217 75
Leaving a balance of		$650,610 48
Add balance of income account March 31, 1870		2,068,767 41
Total, as in Balance Sheet		$2,719,377 89

Compared with the previous year the gross earnings of 1870-'71 show an increase of $33,029 09; with a decrease in operating expenses of $51,332 18—making the increase in net earnings, $84,353 27.

A further comparison of the foregoing figures will show that while the earnings from passenger traffic have fallen off $73,833 67, or 4.13 per cent, the receipts from freight have increased $436,269 40, or 12½ per cent—showing an actual increase in the earnings of the road, exclusive of the item of interest, etc., over the earnings of 1869-'70, of $385,292 10.

There has been expended during the year on account of construction and equipment as follows:

Land and land damages	$589,843 65
Equipment	349,369 04
Grading, including masonry	209,724 00
Superstructure and bridging second and side tracks	122,660 54
Quarrying stone and ballasting track	56,645 86
Station buildings, shops and fixtures	132,342 89
Water stations, Artesian wells, etc	20,190 70
Fencing account	102,098 77
Engineering account	4,282 76
Chicago new shops, (including tools and machinery)	31,076 40
Railroad Bridge at Rock Isl'nd, (new)	37,158 41
3,011 tons steel rail, (excess in cost over Iron)	59,931 78
Cattle Guards, Sidewalks, Drains, etc.	2 859 71
Total	$1,718,184 51

The leading items of expenditure for repairs and renewals of track, have been as follows:

110,979 Ties	$59,898 64
2,872 Tons iron rails re-rolled	95,102 08
3,012 Tons steel rails	305,993 58
110 Tons steel-capped rails	6 088 60
250,530 lbs. railroad spike	11,365 88
263,504 lbs. fish bars and bolts	10,825 81
16,061 Joint fastenings for steel rails	16,628 46
18,876 Rails repaired in company's shops	13,865 24

During the year 30.46 miles of track were laid with re rolled rails; 33.24 with steel rails; and 1.13 with steel-capped rails—total, 64.83 miles. Total steel rails now in use 63.14 miles. The Superintendent in his report says that "the steel rails continue to give entire satisfaction. Those that have been the longest in service show but slight evidence of wear, and more fully demonstrate the advantage and economy of adopting steel for lines of heavy traffic." The average cost of steel rails in currency was $101 59 per ton. The President in his report says:

During the past year the affairs of the company have worked smoothly, business has been very fair, no serious accidents have occurred, reductions in operating expenses have been made, cost of transportation of freight and passengers reduced, corresponding reductions have been made in charges, to the gratification of producers and shippers along your lines of roads, the road-bed and equipments generally were never in better condition, and the Board of Directors think they may well congratulate you upon the success and future prospects of the company.

The new bridge being built by the Government and this company across the Mississippi is not yet completed. The delay is occassioned by no fault of this company, as the Government undertook to build across the main channel itself. That part of the work being done by the company, to approach the main bridge, is well advanced, and will easily be completed, before the Government will be ready to allow our trains to cross the main channel.

A suit has been commenced to reach cer ain assets of the Mississippi and Missouri Railroad Company in the hands of a Receiver to reimburse this company for one-half the amount paid to redeem the Railroad Bridge Company bonds, as stated in the last annual report.

The bonds of the Chicago and Rock Island Railroad Company, due July last, (being the only indebtedness of that company), have been paid, except $104,000, not yet presented for payment.

CHICAGO AND SOUTHWESTERN RAILWAY.

This company have made good progress during the last year in the construction of their line of road, and have 145 miles in operation, from Washington to Princeton. There are also 54 miles completed and in operation from the Missouri river to Cameron, on the Hannibal and St. Joseph Railroad. It is expected that the road will be completed, ready for use the whole distance from Washington to Leavenworth in the month of August next.

The part of the road east of Princeton is being operated by your company. No definite and final contract as to terms of operating has yet been made, but probably soon will be.

A large increase of equipment will be necessary when this line shall come into full operation, and in view thereof the company have contracted for twenty five locomotives, which are now in course of delivery, and it is proposed to build an increased number in the shops of the company, at Chicago, durin the present year. It will also be necessary to procure a largely increased number of cars, and it is proposed to purchase whatever may be required that cannot be manufactured in the shops of the company.

LAND GRANT.

The Land Commissioner reports that the grant has been pretty much adjusted; that during the past year he has received from the Interior Department certificates for 160,373$\frac{10}{100}$ acres, under the act of Congress of June, 1864, which is all that is claimed except some few scattering tracts now in course of investigation at Washington.

Sales have been made during the past year of 28,022$\frac{08}{100}$ acres, for the sum of $213,575 39, an average of $7.63 per acre. In addition to this, there has been received something over $4,000 from compromise of the title to about 2,000 acres of "Rejected Swamp Selections," referred to in last Annual Report. The sales have been made almost exclusively to actual settlers, in small tracts, and farms are being opened up on nearly every tract. The market price of lands has increased during the past year in nearly all the counties where the company's lands are situated, and it is expected that the average price of lands sold during the coming year will be fully $8.50 per acre. Such steps as have been deemed advisable have been taken in the way of advertising, publication and distribution of maps and pamphlets, to induce immigartion along the line of the company's land, a large increase of population is expected in the counties west of Des Moines along the line of our road.

The Board of Directors have, during the past year, provided for a sinking fund to retire the mortgage bonds of the company, and the net proceeds of sales of these lands will be paid over from time to time to the Commissioners of the sinking fund and invested by the purchase of such bonds.

It has been determined to extend the Washingington Branch of the company's road to Sigourney, in Keokuk county, a distance of about thirty miles. Surveys have been made and construction will soon begin.

The proposed construction of other roads has rendered the extension of this branch a necessity in order to retain the business properly belonging to this company.

The company have 145 locomotives—all coal burners but two. Eight locomotives have been added during the year by purchase, and four have been constructed in the company's shops; 59 have been repaired and generally overhauled; 65 have had tires turned once; 82 painted or varnished; 28 fitted with patent safety valve; 59 with glass bearings; and 3 with Westinghouse Air Brake; 386 pairs new truck and tender wheels and axles were used.

The company have also 10 sleeping and 53 day coaches; 3 railway postoffice, 23 baggage, mail and express, 60 caboose and drivers', 1858 box freight, 267 stock, 780 flat and coal, 2 pile driving, 1 wrecking and 1 pay cars. One passenger coach,

8 baggage and express cars and 51 freight cars have been built, to replace those worn out or destroyed. One coach has been upholstered; 23 coaches and baggage cars painted; 22 do., varnished; 22 do., fitted with Miller's Patent Platforms and Couplers, and 6 with Westinghouse Air Brake; 20 freight cars have had new trucks; 24 do., new roofs, and 111 have been repainted; 43 hand cars for track, and 23 rubble cars have been built, 588 car axles and 1593 car wheels were used in the repairs and renewal of cars.

The number of miles run by locomotives on passenger trains was 928,116; on freight trains, 2,267,614; on wood, construction and repair trains, 414,387—total 3,610,117, equivalent to 24,897 miles for each engine, at an average cost per mile run for repairs, oil, waste, fuel, and wages of engineers, firemen and wipers of 22 01 cents. Earnings per mile run by passenger trains, $2.02; by freight trains, $1.77. Expenses per mile run by all trains, $0.95.

The number of passengers transported during the year was 708,815, of which, 693,439 were first-class, 12,751 second-class and 2,625 third-class. Of the total number, 62,865 were through and 645,950 way; 337,972 going east, and 370,843 west. Number of passengers carried one mile, 44,609,479; equivalent to carrying each passenger 62.93 miles. Av. rate per passenger per mile, 3.84 cents.

The amount of freight transported during the year was 1,828,690,104 lbs.—an increase over the previous year of 115,345,695 lbs., or 57,677 tons. Freight carried one mile, 151,864,519 tons; equivalent to moving each ton 166 miles. Av. earnings per ton per mile, 2.64 cents.

The number of pounds of freight transported over the Mississippi Bridge during the year was 760,196,750. The number of loaded cars passed over the bridge was 51,433. Number of foot passengers, 110,965. The number of steamers, barges and rafts passing the draw was 2,589.

There are in use 21 miles of second track on Illinois division, viz: from Englewood to Washington Heights, 5¼ miles; from Seneca to Marseilles, 4¾ miles; from De Pue to Bureau, 4¼ miles; and from Port Byron Junction to Rock Island, 6¾ miles.

The company own—from Chicago to Missouri River (Main Line) 493 miles; from Milton to Washington (Washington Branch) 50½ miles—total, 543½ miles; and lease Peoria and Bureau Valley Railroad, 46½ miles—making the total number of miles operated, 590. To which add 108 miles of side and 21 miles of second track—making of main line and sidings, 719 miles.

BALANCE SHEET, April 1, 1871.

Capital stock account	$16,988,400 00
Fractional scrip, convertible into Stock	11,600 00
Bonds, Chicago and Rock Island R. R. Co	104,000 00
Income bonds, Chicago and Rock Island R. R. Co	13,000 00
Mortgage sinking fund bonds	8,600,000 00
Fractional agreements, convertible into bonds	743 37
Chicago, Rock Island and Pacific R. R. Co. of Iowa	29,681 94
Sundry balances	30,295 83
Profit, balance of income account	2,719,377 89
	$28,496,999 03
Cost of road and equipment	$26,703,243 45
Securities in hands of Trustee for guaranteed bonds	52,167 46
Railroad bridge bonds	387,136 49
Cash and loans payable on demand	833,918 93
Balance in hands of Assistant Treasurer, Chicago	25,500 00
Balance in hands of Cashier, Chicago	495,032 70
	$28,496,999 03

President.—JOHN F. TRACY.

Vice President.—EBENEZER COOK.

Directors.—David Dows, Francis H. Tows, A. G. Dulman, Charles R. Marvin, H. Kennedy, New York; Rob't A. Forsyth, Newburg, N. Y.; Milton Courtright, Wm. L. Scott, Erie, Pa.; John F. Tracy, Henry H. Porter, Chicago, Ill.; Ebenezer Cook, George L. Davenport, Davenport, Iowa; B. F. Allen, Des Moines, Iowa.

Secretary and Treasurer.—FRANCIS H. TOWS.

Ass't Treasurer.—F. D. SHERMAN.

Gen'l Superintendent.—HUGH RIDDLE.

Ass't Gen'l Superintendent.—P. A. HALL.

The Viaduct Railway.

An important change in the location of the proposed down-town depot of the Viaduct Railway has been determined on by the Directors, who have concluded that the area of the Tryon-row block is insufficient for the purposes of the company, and not altogether so convenient as might be wished. It is, therefore, now proposed, to take a slice off the eastern side of the City Hall Park, running from Chambers st. to the road in front of the City Hall, and going back as far as the Tax-Office. This will give a space 500 feet long and 130 feet deep: and, if needful, the depth can be increased to 200 feet after passing the Tax Office. The new arrangement will compel the removal of the engine house at the Chambers-st. corner, the Park Hospital, and the Hall of Records. The entire area will be covered with a magnificent open arcade, probably terminating at the south-east corner with a handsome tower. Over the arcade will be the depot at one end, and an open plaza at the other. To carry out this plan a slight deviation in the route from Pearl-st. becomes necessary. As now proposed it will not touch a single house in Chambers-st. or the Tyron row block. The route, on leaving Pearl-st., will pass through the block bounded by City Hall-place, Pearl st., Park-st., and Duane-st., and entirely composed of tenement houses, and very small places of business; thence across Duane-st., taking the block bounded by City Hall-place, Reade, Centre, and Duane-sts., and then across Reade-st., taking the triangular block which has its base on Reade-st. and its apex at the junction of Chambers and Centre sts. A single arch, of elegant structure, will span Centre-st. from the north-east to the south-west corner of Chambers-st., and communicate immediately with the top of the arcade on which the depot will stand.

This alteration in the plan will not at all affect the appearance or usefulness of the Park, for the greater part of the space which it is proposed to take is covered with the unsightly buildings already mentioned. The Hall of Records is a massive and ugly building, which was erected long before the Revolution as a county jail for debtors, and is consequently one of the oldest structures in the city. About 50 years ago, it was changed from a jail into department offices, and up to a few years since was occupied by the Registrar, the Controller, the Surrogate, and the Street Commissioner. The last two officials left a few years ago, and the Controller last year, as the increasing accumulation of the Registrar's Office compelled his using the entire building.

Inquiries were recently made of the President of the Viaduct Railway Company as to the rumors which had been circulating for several days in reference to other quick transit lines. Judge Hilton laughed at the idea of buying them up, and declared that such a policy had never been contemplated by the Directors, and should never be carried out so long as he remained President of the Company. "We have no money for any such purpose," he said; "our money has been raised to build a railroad with, and we mean to build a railroad with it, and nothing else."

Illinois Central Railroad.

The statement of this Company for the month of June, 1871, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	8,893.70 for	$61,298 60
Acres Int. Fund Lands sold	80.00	836 00
Acres Free Lands sold	99.43 for	2,494 62
Total sales during month of June, 1871	9,073.13 for	$64,629 22
To which add Town Lot Sales		1,719 90
Total of all	9,073.13 for	$66,349 12
Cash collected in June, 1871		$141,622 37

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois 707 Miles.	In Iowa 402 Miles.	Total. 1109 Miles.
Freight	$418,346 00	$72,693 00	$491,039 00
Passengers	122,313 53	40,261 65	162,575 18
Mails	6,375 00	3,059 33	9,434 33
Other sources	74,000 00	2 940 67	76,940 67
Tot. June, '71	$621,034 53	$118,954 65	$739,989 18
Tot. act'l earn-i'gs, June, '70	$578,379 65	$134,266 98	$712,646 63

Western Maryland Railroad.

The grading of the new route for the Western Maryland Railroad between Baltimore and Owing's Mills is rapidly going on under Messrs. James McGucken & Co., contractors, who have about two hundred men employed at different points on the route, which number will be increased as the work progresses. This route will be used by the Western Maryland Road in place of the track of the Northern Central Railway, which they now use to Owing's Mills, and will lessen the distance about four miles. The whole extent of the work is eight miles, and the contractors contemplate having it ready for use during the present year. The terminus of the road at this point will be the Union Depot, to be constructed on Charles street. The work has been delayed to a considerable extent by the great number of cases of condemnation required to secure the right of way, and a number are still unadjudicated. The contractors will, however, push on the work as rapidly as possible, and employ additional force as the way is made clear for them.

☞ At a meeting of the stockholders of the Eastern Shore railroad company at Princess Anne, Md., on the 4th ult., the Acting Board was re-elected without opposition, and by them Dr. Geo. R. Dennis was elected President, vice Hon. John W. Crisfield, who we believe has held the responsible position since the organization of the company. We are pleased to state that the road appears now to be in a paying condition.

The New York (Viaduct) Railway.

Chap. 300.

AN ACT to incorporate The New York Railway Company for the purpose of providing rapid transit through the city and county of New York and Westchester county, and to provide for the construction and operation of railways therefor.

Passed April 5, 1871; three fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Peter B. Sweeny, William M. Tweed, Jr., Hugh Smith, Richard B. Connolly, Forbes Holland, Shephard F. Knapp, John J. Serrell, Leopold Eidlitz, James J. Burnett, William R. Travers, George A. Osgood, Jose F. Navarro, William R. Dwyer, Peter Cooper, Charles Banks, Alexander T. Stewart, Israel Tappen, James G. Bennett, Jr., August Belmont, Samuel T. Francis, Simeon B. Chittenden, Manton Marble, Luther Farwell, Wilson G. Hunt, Horace Greeley, John N. Knapp, John T. Agnew, Charles A. Dana, Sidney A. Stevens, Henry Hilton, Robert L. Stuart, Morgan A. Dayton, Jr., John McB. Davidson, John Cox, Cornelius Corson, Aaron J. Vanderpoel, Richard A. Storrs, John B. Trevor, Marc Eidlitz, Alanson S. Page, William A. Booth, John Taylor Johnston, Sturtevant J. Moore, John Jacob Astor, Levi P. Morton, Stephen North, Oswald Ottendorfer, Addison G. Rice, Richard Schell, William B. Duncan, John W. Downer, William R. Martin, James Turner, Charles A. Donalds, Walter Shanley, Samuel F. Barger, James H. Coleman, Edward B. Wesley, Terence Farley, Henry Smith, Charles M. Morgan, William Turnbull, George Bolton Alley, George M. Van Nort, William Cook, Nelson J. Waterbury, Edward K. Willard, Henry A. Smith, James M. Sweeny, James M. McGregor, Edward H. Tracy, Gustave Herter, William T. Blodgett, Bernard Kelley, Walter Roche, Henry N. Smith, Walter Leonard, William Lalor, Edward J. Shandley, Henry Chamberlin, Philip H. Jones, Jr., Philo Remington, William E. King, Charles E. Loew, Charles H. Horton, John F. Moffett, Henry C. Jones, William G. Faxon, William H. Rix, James B. Swain, Charles S. Brown, Alfred H. Abby, John T. Conover, are hereby created a body corporate and politic by the name of "The New York Railway Company." The said corporation shall continue for one hundred years from the passage of this act, and the capital stock of said corporation shall be twenty-five millions of dollars, divided into two hundred and fifty thousand shares of one hundred dollars each, with power to increase such stock from time to time as shall be required for the purposes herein authorized and as hereinafter provided.

§ 2. The business and affairs of said corporation shall be managed by a board of not less than ten directors, to be elected within three months after the passage of this act by the above-named corporators or their assigns, the ten first named of whom, or a majority of them, shall determine the day when and the place where such election shall be held and the number of directors to be chosen, and shall give due notice thereof to each of the said corporators hereinbefore named, which notice shall be delivered at or mailed to their respective places of abode or business at least ten days prior to the time of such election, and such of said corporators as shall attend such election in person or be there represented by proxy shall appoint two tellers to conduct such election and declare the result, and the directors then chosen shall divide by lot into five classes of an equal number of directors as near as may be, who shall respectively hold office for one, two, three, four, and five years, and until others are chosen in their places as herein provided; and an election of the stockholders of said corporation shall be held annually thereafter, upon notice of ten days being given in at least three daily papers published in the city of New York, and the persons owning the majority of the stock then present or represented by proxy of such election shall elect the required number of directors in place of those going out of office. All vacancies occurring in the board of directors by resignation or death shall be filled by the remaining members of said board for the remainder of the respective terms.

§ 3. The corporation hereby created shall possess all the powers and privileges and be subject to all the provisions of an act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty, and the several acts amendatory thereof and additional thereto, so far as applicable, and except so far as the provisions of said act are modified by or are inconsistent with the provisions of this act, and the said corporation is hereby authorized to make, construct, and maintain viaducts and other road-beds, to be built by said corporation upon the land acquired under this act, and upon and across all streets, roads, avenues, public places, rivers, and streams as required, and to construct, operate and use thereon railways with the necessary sidings, and to convey passengers, freight, and property, in cars propelled by steam or other power, over and across certain streets, roads, avenues, squares, and grounds in the city of New York, as hereinafter provided, and also to extend their said roads, by viaduct or otherwise, into the county of Westchester, as hereinafter provided.

§ 4. The viaducts and railways hereby authorized to be constructed and enjoyed by said corporation in the city of New York shall follow as near as shall be found practicable a route commencing at or near to Chambers street between Broadway and Chatham street, and running from thence northwardly through the blocks and across streets between Broadway and Chatham street and the Bowery to or near to Houston street or Bleecker street, and from thence with one branch of said viaduct and railway diverging easterly through the blocks and across the streets to and across the Bowery in the vicinity of Bond street or Great Jones street, and from thence passing north-easterly through the blocks and across the streets, roads, or avenues between the Third avenue and the East river to the Harlem river, and also with another branch of said viaduct and railway diverging westerly from the first-mentioned line from near Houston street or Bleecker street and running through the blocks and across the streets to and across Broadway near to Houston street or Bleecker street; thence running westerly through the blocks and across the streets to and across Carmine street or the Sixth avenue, and from thence through the blocks and across the streets, roads, or avenues west of the Sixth avenue and west of Central Park to the Harlem river or Spuyten Duyvil creek near to Kingsbridge. The said corporation may make on the routes aforesaid the necessary depots, connections, turnouts, switches, and other conveniences for the proper working of said railways.

§ 5. For the purpose of making, constructing, and operating the said viaducts and railways, said corporation is hereby authorized and empowered to enter upon and cross the several streets, roads, avenues, squares, public places, and lands herein provided for, and into and upon the soil of the same to construct and maintain said viaducts and railways along the routes and to the points or places herein specified and contemplated, such viaducts and railways to be constructed in the most thorough manner and upon the most approved plans and of sufficient dimensions for the purposes of said viaducts and railways, and in such manner as will, when completed, tend to insure the unimpeded traffic through said streets, avenues, roads, or public places as enjoyed by the public before such construction, except as otherwise required for the purposes of this act, and also excepting the necessary foundations, piers, columns, or other structures which may be required to insure the safety of construction and maintenance of said viaducts and railways, and except also that during the progress of construction it shall be lawful to make such openings and excavations in said streets, roads, avenues, and public places over which said viaducts and railways shall be constructed as shall be necessary from time to time, and in all cases the surface and pavements of said streets, roads, avenues, and public places shall be restored around such foundations, piers, or columns to the condition in which they were before such excavations were made, as near as possible, and if practicable one-half of the width of said streets, roads, or avenues shall be always kept open for the public travel; but where temporary obstructions for the full width of the streets, roads, or avenues shall be made, they shall not be oftener at any one time nor more than one in each quarter mile of said routes, nor shall they be so obstructed for a longer period than sixty days in any one place, except by the consent in writing of the commissioner of public works of said city.

§ 6. The said corporation shall have the right to acquire the title to and hold such real estate or interest therein as may be necessary to enable it to construct and operate said viaducts and railways as herein provided, and in case it cannot agree with the owner or owners of such real estate or interest for the purchase or use thereof it may acquire the title to the same in the manner specified in the acts hereinbefore referred to, except that in any of the proceeding for any of the purposes authorized by this section it shall not be necessary that the petition of the court shall make any allegation of or reference to any act of incorporation, capital stock, surveys, maps, or the filing of any certificate of location.

§ 7. Whenever the routes of said viaducts and railways shall intersect with or cross above any horse railway tracks now occupying the surface of any streets, roads, or avenues, such tracks shall not be unduly obstructed, and temporary bridges or structures shall be constructed in such manner as not to interfere with the practical operation or working of such horse railway tracks, and upon the completion of said viaducts and such portion of the route thereof where such changes of the horse railway tracks may be made the same shall be restored as near as practicable to the condition in which they were previous to the construction of said viaducts, and all such bridges or structures and restorations of tracks shall be made at the proper costs and charges of this corporation.

§ 8. Said viaducts and railways shall be exclusively for the uses and purposes of said railway company, and it shall not be lawful for any person or persons, other than a public officer in the execution of his duty as such, with his agents and assistants, to enter or pass through the same or any portion thereof on foot or in any other way than in the proper cars provided for that purpose without the consent of said corporation, under penalty of fifty dollars for each offense, to be recovered by this corporation. And the mayor, alderman, and commonalty and the officers of the corporation of the city of New York are hereby prohibited from giving any permission or authority to any other person, officer, or corporation to do any of the acts or things hereby authorized, or to hinder, delay, or embarrass the construction or operation of said viaducts and railways, and other things as are herein authorized.

§ 9. The said corporation shall be and is hereby authorized to collect and receive not exceeding the sum of fifteen cents for any distance between Chambers street and the Harlem river near the Third avenue, and twenty cents for any distance between Chambers street and Kingsbridge, for every seat hired or taken in all cars (except in the hereinafter mentioned special cars), such seats not to be less than twenty inches in width, but the said corporation shall not be compelled to permit passengers to stand in such cars or to allow more than one passenger to occupy any one seat. All trains starting from each terminus between the hours of six and eight o'clock in the morning and six and eight o'clock in the evening shall have attached to the same at least two special cars, each capable of seating at least forty-eight passengers, for the accommodation of citizens and others desiring to travel to and from their work, and no fare shall be charged in such special cars exceeding five cents for any distance between the termini; and said corporation shall be compelled also to admit to all such special

cars any passenger who has paid his fare, even after all seats are filled, whenever necessary for the convenience of the public.

§ 10. The said corporation shall have subscriptions to its stock to the amount of five million dollars before the construction of said viaducts and railways is commenced, and one year from the passage of this act within which to commence the same, and three years within which to complete said viaduct and railway to Forty-second street, and five years to complete the same to the Harlem river, necessary and unavoidable delays from the pendency of legal proceedings against said corporation excepted.

§ 11. The directors aforesaid are required to open books for subscription to the bonds or stock of said corporation, and shall give at least ten days' notice, to be published in at least four daily newspapers printed and published in said city, of the place or places where said books shall be opened, that an opportunity shall be given those who desire to subscribe for said stock; and the said books shall be kept open for at least thirty days; and in the event of a larger amount being subscribed than the capital stock of said corporation, then such subscribers shall be entitled to a pro rata number of shares of said stock as near as may be, and in proportion to the amount so subscribed; but each subscriber shall at the time of subscribing pay to the treasurer of said corporation ten per cent. of the par value of each share so subscribed.

§ 12. Before any maps, plans, or profiles showing the route for the railways hereby authorized to be constructed shall be filed in the manner before mentioned, and before any proceedings shall be taken by the corporation hereby created to acquire title to the lands and premises required therefor, it shall be the duty of said corporation to submit full and proper maps, plans, and profiles showing the location, width, and extent of the lands proposed to be acquired and taken for the purposes of said railways or of parts of the same, and also plans showing the proposed construction of said railways, unto a board of commissioners to be known as the "New York railway commissioners," consisting and constituted of the governor of the state of New York, the mayor of the city of New York, the commissioner of public works of the said city; and the approval in writing of said commissioners or of a majority of them, of the route and plans as aforesaid, shall be a condition precedent to any proceedings by said corporation for acquiring title to any lands or premises required for such railway; and if at any time hereafter the corporation hereby created shall desire to build additional lines of railways or branches from the railway hereby authorized in any part of said city or into and in the county of Westchester by viaducts or otherwise, it shall be lawful for them to do so, and for that purpose to construct the necessary bridge or bridges across any river or stream, and to create and issue such additional amount of stock as shall be necessary therefor, and to construct, operate, and maintain the same, and charge and collect fares for transit on and over the same at not exceeding proportionably the rates hereinbefore mentioned; and all the provisions of this act in relation to the viaduct or other railways hereinbefore mentioned shall be deemed and taken to be applicable so far as the same may be applied to the additional lines or railway or branches provided for in this section, the same as if their routes and location had been included and mentioned in section four of this act; but no part or section of the route of the said railway shall be constructed without the approval of the said railway commissioners or a majority of them; and nothing herein contained shall be deemed or taken to authorize the laying of rails for the purposes of said railway upon the surface of any of the streets or avenues of said city.

§ 13. For the proper equalization of the interests of shareholders who may subscribe and pay in moneys at different times, and for the equitable adjustment of profits upon stock and bonds subscribed and paid to advance the interests of said viaduct railways or branches respectively, the directors of the corporation hereby created may cause to be kept separate sets of books of account for each of said railways or branches, and receive subscriptions separately for each of said railways or branches, and also issue stocks, bonds, scrip or other evidences of indebtedness and ownership, by or in each or either of said railways or branches separately; and said directors shall also have the power to issue to shareholders from time to time, as they may pay instalments on the stock subscribed by them, scrip for interest on such payments, payable out of the earnings of said railways or branches respectively, and it shall be lawful for said directors to issue and sell bonds denominated "income bonds" secured by and payable, with the interest thereon, from the income of the said railways or branches respectively.

§ 14. The mayor, aldermen, and commonalty of the city of New York are hereby authorized and directed through the comptroller of said city to subscribe for five millions of dollars of the stock of the said company, provided that no subscription for said stock shall be made without the approval of the commissioners of the sinking fund of said city, and then only for such amounts within the said sum as the said commissioners shall authorize. There shall be issued by the comptroller of said city in the name of the mayor, aldermen, and commonalty of the city of New York the aforesaid amount of five millions of dollars in stock of the city of New York, which shall be known as the "New York railway fund stock." The certificates representing said stock shall be signed by said comptroller and countersigned by the mayor of the city of New York, and be sealed with the common seal of the city of New York, attested by the clerk of the common council thereof. Said stock shall bear interest at a rate not exceeding seven per cent. per annum, and the principal thereof shall be payable in annual instalments, but no instalment shall be payable within thirty years from the date of its issue. The faith of the said mayor, aldermen, and commonalty is hereby pledged for its payment and the annual interest thereon. To provide the amount authorized by this section before the said stock shall be issued, the comptroller of said city is authorized to issue revenue bonds from time to time in anticipation of the sale of said stock, payable at such times as he shall determine, and from the proceeds of said stock redeem and cancel such revenue bonds. The board of supervisors of the county of New York are hereby authorized and directed to order and cause to be raised by tax upon the estates by law subject to taxation in the city and county of New York in each and every year the amount required to pay the annual interest on the loans authorized by this section, and also to raise in each year, when said stock shall become due and payable, the amount required for that purpose. The comptroller is hereby authorized and directed to pay the said railway company the amount herein authorized to be subscribed by the said mayor, aldermen, and commonalty from time to time as may be called for by said railroad company, and receive the certificates of stock of said company for the amount so paid. The interest of the mayor, aldermen, and commonalty in said stock shall be represented by the comptroller of said city. On the completion of either of the branches or lines of said railway to the line of Westchester county, the board of supervisors of Westchester county may authorize the issue of the bonds of such county, redeemable in not less than thirty years from the date of their issue, for the purpose of aiding in the construction and extension of said railway through such county, to such an amount as the said board of supervisors may deem proper; and the board of supervisors of any county whose bonds are authorized to be issued for such purpose shall annually raise by tax on the estates, real and personal, of such county subject to taxation, an amount sufficient to pay the interest thereon, and at their maturity to redeem the same.

§ 15. This act shall take effect immediately.

Chap. 808.

AN ACT supplementary to chapter three hundred and seventy one, entitled "An act to incorporate The New York Railway Company, for the purpose of providing rapid transit through the city and county of New York and Westchester county, and to provide for the construction and operation of railways therefor," and to amend the same.

Passed April 28, 1871; three fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

Section 1. It shall not be lawful for the mayor, aldermen, and commonalty of the city of New York to make any subscription whatever to the capital stock of the company incorporated by chapter three hundred of the laws of the year eighteen hundred and seventy-one, entitled "An act to incorporate the New York railway company for the purpose of providing rapid transit through the city and county of New York and Westchester county, and to provide for the construction and operation of railways therefor," until other parties shall have actually subscribed for and taken at least one million of dollars of the stock of the said company, and paid thereon to the treasurer of the company, in money, at least ten per centum of the par value thereof.

§ 2. The property of the company incorporated by the said act shall be exempt from lien and sale for taxes and assessments during the time allowed by said act for the final completion of the viaducts and railways thereby authorized; but if, at the expiration of that time, any of the real estate of the company shall not be in actual use for the purposes of a railway, taxes and assessments thereon shall be collected for the whole period of its ownership by the company, at the same rate or rates as the other taxes and assessments levied or imposed during the same period, and at a valuation proportionate to that of the adjoining property.

§ 3. The said company shall have full power to establish and fix the point at which the branches of its viaduct and railway shall diverge, as provided in the fourth section of the said act, but the said point shall not be north of Eighth street.

§ 4. The fares which the said company are authorized to collect and receive by the ninth section of the said act shall be full fares, but children under twelve years of age shall be carried, except in the special cars mentioned in said section, for one half of the fare charged by the company.

§ 5. In no proceedings authorized by said act to acquire title to any lands or premises shall any greater or other notice to parties owning or interested in the lands or premises be necessary or required than is required to be given in the case of applications by the mayor, aldermen, and commonalty of the city of New York to acquire title to lands for use as public streets; except that such notice shall be not less than ten nor more than twenty days, and shall be given by the publication thereof in at least four daily newspapers published in the city of New York for a longer period than ten days. The use which the said company is authorized by law to make of any lands, streets, or places shall be taken and held to be a public use.

§ 6. The said company shall have power to build a branch railway from any of its tracks or railways across any lands, streets, or places to connect with any other railroad authorized by law, and to agree with the owners of such railroad for the running of trains partly on one railroad and partly on the other.

§ 7. This act shall take effect immediately.

☞ The Wyoming *Tribune* of May 27 says that near Aspen, on the Union Pacific Railroad, there has been discovered some of the richest silver leads yet known. Claims have been taken, and a company is now being formed, known as the Aspen Mining Company and Smelting Works, with a capital stock of $75,000.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods	Last Dividend Payable.
Albany & Susquehanna..*100	$3,355 000	J. & J.	Jul. '71 3½
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point..100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ..100	5,545,225	.....	.....
Atlantic & Gt. Western .. 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar. '71 2
Augusta and Savannah ..100	733,700	J. & J.	Jan. '70 3½
Baltimore and Ohio.....100	13,151,962	A. & O.	Apl. '71 4
Do. Washington Br.....100	2,660,000	A. & O	Apl. '71 5
Baltimore City Passenger....	670,000	J. & J.	July '71 4
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl. '68 3
Belvidere Delaware.....100	995,800	.....	.....
Berkshire*.....100	600,000	J. A J&O	July '71 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Jun. '71 2½
Boston and Albany 100	19,150,800	M. & N.	May '71 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '71 4
Boston, Concord & Mont..100	459,900	.....	.....
Do., do. pref..100	1,340,400	M. & N	May '71 3
Boston and Lowell.....500	2,215,000	J. & J.	July '71 4
Boston and Maine.....100	4,471,275	J. & J.	July '71 5
Boston and Providence ..100	3,700,000	J. & D.	June '71 5
Broadway (South Boston) 50	400,000	J A J.O.	July '71 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.AN	May '71 3
Brooklyn City & Newt'n.100	399,800	.....	July '70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*.100	950,000	M. & N.	May 71 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar'71 10s
" pref.100	383,000	March.	Mar'71 10
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl. 71 4½
Camden and Amboy.....100	5,847,800	F. & A.	Feb. '71 5
Camden and Atlantic 50	377,100	.....	.....
" " pref. 50	753,600	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 50	915,577	J. & J.	Jul '71 $2½
Cape May and Millville* 50	447,000	J. & D.	June '71 3
Catawissa.....50	1,159,500	.....	.....
Catawissa, pref.....50	2,200,000	M. & N.	May '71 3½
Cayuga & Susquehanna..* 50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	May '71 3½
Central of Georgia.....100	4,666,300	J. & J	July '70 5
Central of New Jersey...100	15,000,000	J. & J.	July '71 4
Central Ohio.....100	2,425,000	J. & D.	June '71 3
Do. pref.....100	400,000	J. & D.	Jun. '71 2½
Cen. Park, N. & E. River.100	970,000	.....	Oct. 67 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,085,925	J. & J.	July '71 2
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '71 5
" " pref..100	2,425,400	M. & S.	Mar. '71 5
Chicago, Burl. & Quincy - 50	16,590,210	M. & S.	Mar. '71 5
Chicago, Iowa & Nebras*.100	1,000,000	J. & J.	July '71 5
Chicago and Milwaukee*.100	2,227,000	.....	.....
Chicago & N. Western...100	14,676,629	J. & D.	June'71 5
" " pref.100	20,370,293	J. & D.	June'71 5
Chicago, R. I. & Pacific...100	17,000,000	A. & O.	Apl. '71 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '71 4
Cincinnati City Passenger...	.....	J'n &J'ly	Jan. '68 $2
" Street.....	.....	J. & J.	Jan. '68 $2
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	May '71 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '71 7
Clev., Col., Cin. & Ind....100	11,620,000	F. & A.	Feb. '71 3½
Cleveland & Mahoning*.. 50	2,056,750	M. & N	May '71 3½
Cleveland and Pittsburg.. 50	7,494,588	F.M.A.N	May '71 2½
Cleveland and Toledo* ... 50	5,000,000	F. & A.	Feb. '71 4
Columbus and Xenia*..... 50	1,786,800	M.J.S.D.	June'71 2
Concord..... 50	1,600,000	M. & N.	May '71 5
Concord & Ports., guar....100	350,000	J. & J.	July '71 3½
Coney Island & Brooklyn 100	500,000	.....	.....
Conn. & Passump. R. pref. 00	2,084,200	F. & A.	Dec. '70 3
Connecticut River..... 100	1,700,000	J. & J.	July '71 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '70 4
Danbury and Norwalk .. 50	400,000	quarterly	Dec. '70 3
Dayton and Michigan*...100	2,400,000	.....	.....
Delaware*..... 50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw. & Western. 50	16,277,500	J. & J.	Dec. '70 6s
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.AN	May '70 2½
Dubuque and Sioux City*.100	5,000,000	J. & J.	July '71 2
Do do. pref.100	.....	J. & J.	July '71 2
East Mahanoy 50	392,550	J. & J.	July '71 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
East Pennsylvania 50	1,309,200	.....	July '71 3
East Tenn., Va. and Ga ...100	1,969,524	.....	.....
Eighth Avenue (N. Y.) ..100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Feb'71 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	May'71 2½
Do. do. pref. 50	500,000	J. & J.	Jun. '71 3½
Erie Railway 100	75,000,000	F. & A.	Feb. '66 4
Do. pref.....100	8,536,900	Annual	Dec'69 7s
Erie & Pittsburg 50	999,750	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	1,143,440	.....	.....
Fitchburg 100	3,640,000	J. & J.	July '71 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '71 3
Georgia 100	4,156,000	J. & J.	Jan. '71 4
Germantown (Phila.)..... 50	112,245	J. & J.	July '71 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Grants.....100	.....	M. & S.	Mar. '71 4
Green and Coates St.(Ph.)	150,000	J. & J.	July '71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J.A.J&O	July '71 3
Hannibal and St. Joseph.100	4,151,700	.....	Aug'70 3½
Do. do pref.100	5,078,224	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May '71 5
Housatonic.....100	820,000	.....	.....
" pref 100	1,180,000	J. & J	July '71 4
Huntingdon & B'd Top ... 50	615,950	.....	.....
" " pref. 50	212,350	J. & J.	Jn. '68 3½
Illinois Central 100	25,280,240	J. & J.	Aug. '71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind...100	2,000,000	J. & J.	Jan. '63 5
Joliet and Chicago*.....100	1,500,000	J. A J&O	July'71 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July '71 4
Lake Shore & Mich. So. ..100	35,000,000	F. & A.	Aug. '71 4
" " guar.100	533,500	F. & A.	Aug. '71 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	July '71 3
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y. '67 5
Lehigh Valley 50	17,716,400	J.A.J&O	July'71 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan. '69 4
Little Miami.*..... 50	3,572,400	M.J.S.D.	June'71 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July '71 5½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.AN.	Aug. '66 2
Louisv., Cin. and Lex.... 50	1,623,482	J. & J	Jul. '69 3
" " pref..100	848,700	J. & J.	Jul. '70 4½
Louisville and Nashville..100	8,680,912	F. & A.	Feb. '71 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	200,000	A. & O.	Apl. '71 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,500,000	J. & J.	July '71 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central.....100	3,400,500	.....	.....
Manchester & Lawrence.100	1,000,000	M. & N.	May '71 5
Marietta & Cincinnati..... 50	2,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi.....100	400,000	F. & A.	Dec. '70 2
Memphis and Charleston.100	5,312,725	.....	June'69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	July '71 5
Michigan Central 100	13,225 848	J. & J.	July '71 5
Middleboro' and Taunton.100	149,029	J. & D.	Dec '70 2
Middlesex (Boston).....100	400,000	A. & O.	Apl. '71 3
Mill Creek and Minehill*. 50	323,375	J. & J.	July '71 5
Millville and Glassboro' ..100	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul.....100	11,422,664	.....	Dec.'70 7s
" " " pref.....100	10,424,903	.....	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	July 71 3½
Mobile and Ohio 100	4,269,820	.....	.....
Montgomery & W. Point.100	1,644,100	J. & D.	Dec. '67 4
Morris and Essex* 50	11,900,950	.....	Jun. '71 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July 71 4
Nashua and Lowell.....100	720,000	M. & N	May '71 5
Nashville & Chattanooga.100	2,056,544	.....	.....
Naugatuck 100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton.100	500,000	A. & O.	Apl. '71 4
New Haven & N London.100	738,538	.....	.....
N Haven & Northampton.100	1,800,000	J & J.	Jan. '68 3
New Jersey 100	7,297,200	F. & A.	Feb. '71 5
New London Northern....100	1,003,500	.....	Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O	Apl. '71 4
" Certificates.100	44,428 330	A. & O.	Apl. '71 4
New York and Harlem.... 50	8,500,000	J. & J.	July '71 4
" " pref. 50	1,500,000	J. & J.	July '71 4
New York & New Haven.100	9,000,000	J. & J	July '71 5
N Y., Provid. & Boston .100	2,000,000	J. & J	July '71 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '71 5
Norfolk & Petersb'g guar.100	137,500	J. & J.	July '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May '71 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh,..100	3,068,400	J. & D.	Jan. '71 4
North Pennsylvania..... 50	3,150,150	.....	Feb.'71 5s
Norwich & Worcester ...100	2,364,400	J. & J.	Dec. '70 5
Ogdensb. & L. Champl'n.100	3,051,800	J. & J.	July'71 3½
" " pref.100	2,000,000	A. & O.	Apl. '71 4
Ohio and Mississippi.....100	19,995,847	.....	.....
" " pref.100	4,024,474	J. & D.	Jun.'71 3½
Oil Creek & Allegheny R. 50	4,259,450	J.A.J&O	July'71 2½
Old Colony & Newport ...100	4,959,020	J. & J.	July '71 3
Orange and Newark 100	289,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'71 4
Pacific of Missouri.....100	3,711,196	.....	.....
Panama.....100	7,000,000	J.A J&O	Jan. '71 3
Paterson and Ramapo.....100	248,000	J. & J.	Jan. '71 4
Paterson and Hudson Riv100	630,000	J. & J.	July '71 4
Pennsylvania 50	33,850,000	M. & N.	May '71 5
Peoria & Bureau Valley*.100	1,200,000	F. & A.	Feb. '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Petersburg.....100	1,320,200	J. & J.	Jan. '71 3
Philadelphia and Erie*... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 849,800	J. & J.	July '71 5
Do. Do. preferred. 50	1,551,800	J. & J.	July '71 5
Phil., Ger. & Norristown* 50	1,597,250	M. J.S.D.	Jun. '71 3
Phila. and Trenton*.....100	1,099,120	F. & A.	Feb. '71 5
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	July'71 4
Philadelphia City..... 50	100,000	J & J.	Jan. '71 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 -
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July'70 2½
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J.A.J&O	July'71 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '71 3
Portland and Kennebec...100	616,700	J. & J.	Jluy '71 3
Do. Yarmouth Stock..100	202,400	A. & O	Apl. '71 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500,000	J. & D.	Jun.'71 5
Ports., Gt. Falls & Conway100	170,000	J. & J.	July'71 4
Providence & Worcester.100	2,000,000	J. & J.	July'71 5
Raleigh and Gaston.....	.....	.....	July'71 6
Rensselaer and Saratoga .100	6,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	4,000,000	.....	.....
Richmond and Petersb g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,998,900	J. & J.	July '71 4
Rutland preferred.....100	1,831,400	F. & A.	Feb'71 3½
St. L., Alt. and T. Haute..100	2,300,000	.....	.....
" " " pref.100	2,040,000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	May '71 3
Sand., Mansf. and Newark.100	905,222	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	July '71 5
Schuylkill Valley* 50	576,050	J. & J.	Jan'71 2½
Seaboard and Roanoke...100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	Dec. '70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb. '71 3
Shore Line.....	636,200	J. & J.	Jul.'71 3½
Sixth Avenue (N. Y.) 100	750,000	.....	May '70 -
Somerville 100	75,000	M. & N.	May '71 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia.*100	3,929,900	F. & A.	Feb.'71 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Stockbridge & Pittsfield*100	448,700	.....	..... 3½
Summit Branch..... 50	250,000	F. & A.	Feb.'71 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	400,000	J. @ D.	July'71 4
Tennessee and Alabama .100	595,922	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	July '71 6
Third Avenue (N. Y.).....100	1,750,000	.....	May '70
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	July'71 2
Tol., Peoria and Warsaw.100	2,700,000	.....	.....
" " (E. D.) pref.100	1,700,000	J anuary,	1870,11.4s
" " (W. D. pref.100	1,300,000	.....	.....
Tol., Wabash and West...100	14,700,000	.....	.....
" " pref100	1,000,000	M. & N.	May70 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'71 3½
Union Transport'n (Bos.).100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	July '71
Utica and Black River.....100	1,660,000	J. & J.	July 70 3
Vermont and Canada*.....100	2,000,000	J. & D.	June'71 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,860,000	J. & J.	July'71 2
Vicksburg and Meridian..100	357,408	.....	.....
Virginia Central 100	3,353,675	.....	.....
Virginia and Tennessee..100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1,209,000	F. & A.	Dec. '70 5
West Philadelphia..... 50	249,100	J. & J.	July '71 5
Wilm. and Weldon.....100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. 71 3
Warren 100	1,547,650	.....	..... 3½
Worcester and Nashua .. 75	1,400,555	J. & J.	July'71 $5
CANALS.			
Chesapeake and Delaware 50	1,983,533	J. & D.	June'71 3
Chesapeake and Ohio 25	8,228,695	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. 71 4
Delaware and Hudson.....100	15 000,000	F. & A	Feb. '71 5
Delaware and Raritan.....100	5,847,677	F. & A.	Feb. '71 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'71 5
Pennsylvania 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,898,977	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union 50	2,907,850	.....	.....
" preferred 50		.....	.....
W. Branch and Susq 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh.p....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph.100	35,000,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal ..... —	.....	J & J.	Jan.'71 4
Lackawanna Coal..... —	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	May'71 5
Roaring Brook Coal..... —	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	.....	Jun. '71 2
Am. Merchants Union Exp.100	18,000,000	.....	July'71 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	5,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	29 ,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	467.659	5,670,882
1870	413,104	394.176	488,333	633,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871	536,498	481,085	580,340	756,250	917,760	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156.869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252.015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401.253	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359.102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	563,746	409.569	361 701	4,508,643
1869	343,182	315,039	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	343,550	340,301	384,372	393,654	465,780	466,582	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712.359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	.....	.....
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	248,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	272,826	266,790	313,199	283,399	281,491	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359 463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437.679	424.531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603 402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643.887	518.088	7.181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571.348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,578,958
1871	639,541	565,416	606,845	588,661	695,446	739,989	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	115,115	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295.956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	30 ,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408.445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414.604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371 0 3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353.569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,347	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350.565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458.191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,066	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,700	327,431	400,150	483,884	662,367	658,018	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,586	231,662	235,513	248.838	203,595	2,024,860
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	264,690	235,240	266,836	255,726	2,833,399
1871	188,385	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349.285	344,700	350,348	372,618	412,553	284 319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 380 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	217,947	319,765	285,416	284,732	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448.994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702.685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	850,742	887,793	874,974	436.990	10,637,124
1867	500,488	534.561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956.658	837.351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735.082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222 953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174.500	168.696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	175,453	163,285	150,555	.....	.....
1871	143,468	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422.369	323,377	434,284	4,252,343
1870	312,133	293,645	295,278	318,699	340,892	348,632	322,756	466,431	508,042	451,298	425,687	386,254	4,469,762
1871	365,174	328,791	393,455	444,210	453,009	438,814	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706.602	623.560	617,585	758,467	999,665	837,388	716,829	5,700,[illegible]
1870	528.529	500.139	539 238	706.603	802.586	746,450	643,058	664.051	728,521	719,698	570,168	505,053	7,654,094
1871	479,573	373,925	499,599	584,540	724,466	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities July 1, 1871.					
Loan of June 14, 1858 .....registered	$6,045,000	5	Jan. & July.	1874	105⅛
.. ..coupon	13,955,000	5	" "	1874	106½
Loan of February 8, 1861 .....registered	13,568,000	6	Jan. & July.	1880	114⅝
.. ..coupon	4,847,000	6	" "	1880	115
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	110
Loan of July 1, and Aug. 3, 1861.....registered	123,755,350	6	Jan. & July	1881	114⅝
.. ..coupon	65,562,750	6	" "	1881	115
Loan of Feb. 25, 1862 (5-20s).....registered	81,928,800	6	May & Nov.	1882	114
.. .. .. (5-20s).....coupon	381,804,700	6	" "	1882	115½
Loan of March 3, 1863.....registered	53,190,950	6	Jan. & July.	1881	114⅝
.. ..coupon	21,809,050	6	" "	1881	115
Loan of March 3, 1864 (5-20s).....registered	2,619,600	6	May & Nov.	1884	112¾
Loan of June 30, 1864 (5-20s).....registered	42,606,000	6	May & Nov.	1884	112¾
.. .. .. (5-20s).....coupon	43,359,400	6	" "	1884	113⅛
Loan of March 3, 1865 (5-20s).....registered	46.074,050	6	May & Nov.	1885	113
.. .. .. (5-20s).....coupon	121 576,750	6	" "	1885	114
.. .. 2d series (5-20s).....registered	65,684,000	6	Jan. & July.	1885	112⅜
.. .. .. (5-20s).....coupon	176,899,150	6	" "	1885	112⅜
.. .. 3d series (5-20s).....registered	88,786,950	6	Jan. & July.	1887	112⅜
.. .. .. (5-20s).....coupon	239.460,000	6	" "	1887	112½
.. .. 4th series (5-20s).....registered	11,621,500	6	Jan. & July.	1888	113⅛
.. .. .. (5-20s).....coupon	27,797,450	6	" "	1888	11 [illegible]
Loan of March 3, 1864, (10-40s)....registered	137,413,250	5	Mar. & Sept	1904	111½
.. .. .. (10-40s).....coupon	57,154,050	5	" "	1904	112½
Consols of July 14, '70 & Jan. 20, '71.registered	52,478,050	5	F. M. A. & N.	1881	....
.. .. coupon	7,191,100	5	" "	1881	....
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	31,885 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'99	114½
U. S. Notes and Fractional Currency.....	396,679,380	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	70
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")..	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	103½
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	57
.. — .. (Aid R. R's).....	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	111
.. — .. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805.000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..	5,927,000	6	Jan. & July.	'81-'82	....
.. — .. of 1863, (20s)..		6	" "		....
.. — .. of 1864, (10-20s)..		6	April & Oct.		100⅝
.. — .. of 1865, (20s) free..		6	" "		....
.. — .. (various) registered	867,500	6	Various.		....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.		....
.. — .. .. 1869.....	200,000	6	" "		....
.. —Railroad Loans $16,000 per mile.....	.....	6	.....		....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	90
.. — " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	93
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	86
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	94
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100.675	6	" "	'83-'84	....
.. — .. .. military	1,059,500	7	" "	'76-'89	....
Kentucky—State Bonds of 1841-'42.....	176,000	7	" "	1889	....
.. — .. .. of 1843	913,000	6	April & Oct.	71-'72	....
.. — .. .. military.....	160,000	5	" "	1873	....
Louisiana—Charity Hospital.....	309,300	6	Various.	1895	....
.. —State Bonds, general	86,000	5	Mar. & Sept.	1872	....
.. —Railroad Bonds.....	750,000	6	Jan. & July.	1893	71
.. —	561,000	5	Various.	'70-'79	....
.. —Levee Bonds 1865.....	2,052,000	6	Various.	'93-'06	69
.. — .. .. 1867.....	1,000,000	8	Various.	1886	....
.. — .. .. 1870.....	4,000,000	6	May & Nov.	1907	71
.. —Funded coupons 1866	3,000,000	8	Mar. & Sept.	1875	85
.. —Funded Floating Debt.....	997,300	6	Jan. & July.	'86-'88	....
.. —Ship Canal Bonds of 1869.....	3,000 000	6	May & Nov.	1910	62
.. —Penitentiary Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —N. La. & Tex. R. R. Bonds of 1869	500,000	7	" "	1909	....
Maine—State Bonds	546,000	8	April & Oct.	1909	....
.. —War Loan of April 25, 1861	301,000	6	Various.	'75-'78	....
.. — .. .. of Jan. 31, 1863.....(cur.)	800,000	6	Various.	1871	....
.. — .. .. of Mar. 26, 1863.....(cur)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 19, 1864.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. —Municipal War Debts assumed..(cur.)	2,832,500	6	June & Dec.	1889	....
Maryland—Balt. & Ohio R. R Loans, Stg.....	3,084,400	6	April & Oct.	1889	100⅛
.. — .. .. converted	2,288,888	5	J. A. J. & O.	1890	....
.. —Ches. & Ohio Cur. Loans, Stg.....	448,500	5	" "	1880	....
.. — .. .. .. converted	1,855,335	5	" "	1890	....
.. — .. .. .. of 1834...	1,687,345	5	" "	1890	....
.. —Balt. & Susq. R. R. Loans.....	1,403,146	6	" "	1870	97
.. —	269,000	3	" "	1890	....
.. —Annapolis & Elkridge R.R. Loans	429,000	6	" "	1890	97
.. —Susq. and Tide-Water Canal Stg..	95,420	6	" "	1889	....
.. — .. .. .. converted	773,000	5	" "	1865	....
	215,622	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	104⅛
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July	'74-'75	....
.. —	275,000	5	April & Oct.	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	97⅞
.. —	133,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	....
.. — .. of 1864.....	4,379,500	5	May & Nov.	1894	98
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	100½
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97⅞
.. —	966,500	5	" "	'91-'98	98⅛
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400.000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621.000	6	" "	'73-'83	100
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July	1879	....
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July	1883	....
.. —interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	97⅞
.. —South Pacific, guar.....	1,589,000	7	" "	1876	96⅛
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	79
Nebraska—(No Debt).....	.....	....	.....	.....	96
Nevada—State Loan Bonds	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'78	....
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept	'84-'89	100
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	100
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	100
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,400	6	" "	'97-'02	104
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	....
.. — .. Bonds.....	21,089,000	7	" "	1877	108⅛
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	108⅛
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	106
.. —	5,150,100	6	" "	1873	....
.. —	2,099,000	6	" "	1874	107⅞
.. —	473,000	6	" "	1875	107
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	'71-'91	....
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	46
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'98	....
.. — .. .. (new).	1,739,000	6	April & Oct.	'92-'98	27
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	....
.. —	1,821,400	6	April & Oct.	1899	27
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	....
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	20⅛
.. — .. (").....	1,600,000	6	" "	1875	....
.. — .. (").....	4,095,399	6	" "	1881	....
.. — .. (").....	2,400,000	6	" "	1886	102⅛
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	....
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	....
.. —	4,731,300	6	" "	1872	101⅛
.. —	90,400	5	" "	1877	100
.. —	7,890,550	6	" "	1877	....
.. —	726,950	5	" "	1882	103⅛
.. —	9,237,050	6	" "	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	106
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	102
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old).....	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	100
.. — .. of 1863.....	239,000	6	April & Oct.	1883	....
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.).....	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	74-'78	....
.. —State Capitol bonds.....	1,997,738	6	" "	71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	87-'97	76
.. —Conversion Bonds of 1869....	1,265,800	6	J. A. J. & O.	1888	....
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	59
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	61⅞
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	71⅞
.. —*Funding Bonds	4,069,503	6	" "	"	....
Texas—No legal debt.....	.....	....	.....	.....	71⅛
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	....
.. — .. Certificates	201,000	6	" "	'71-'78	101⅛
Virginia—State Stock .....registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds .....coupon	11,108,000	6	" "	"	55⅛
.. — .. .. stg.....	1,865,000	5	" "	"	66
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	72⅞
.. — .. .. (sterling).....	466,250	5	" "	"	73
West Virginia—Probably a third of the Debt	of Virginia.	....	.....	.....	....
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal:)						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	95
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	....
1st Mortgage, Eastern Ex.	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	90–'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free.....gold	15,000pm	7*	Jan. & July.	New York.		....
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870..gold	16,000pm	8*	Jan. & July.	New York.		....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76–'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81–'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free..	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	...	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres)..gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific)...gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	....
Loan of 1850	579,500	6	" "	"	1880	....
Loan of 1853	1,710,500	6	April & Oct.	"	1885	96
Loan of 18 0.....sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold.	150,000	6	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	637,000	7	Jan & July.	New York.	'70–'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N.W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage { guaranteed by	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage { Camden and	499,500	6	March & Sept.	Princeton.	1885	....
3d Mortgage { Amboy.	745,000	6	Feb. & Aug	"	1887	....
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	....
Equalization or consol. bonds...	248,000	6	" "	"	....	....
2d Mortgage of 1869–'70	152,500	7	" "	"	'89–'90	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	130,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	....
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	14,000,000	7	Jan. & July.	"	1899	29
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	....
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	....
Brunswick and Albany:						
1st Mort. endorsed by Ga...gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund.....gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line...	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line...	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868..	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	93
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & skg fd. gold	20,000pm	7*	May & Nov.	New York.	1910	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	....
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	....
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	....
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	....
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	97½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4 8 4	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	....
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	....
Dollar Loan of 1889	866,000	6	March & Sept	" "	1889	88½
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	105½
Sterling (United Co's) Loan	1,[illegible]4[illegible],000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	....
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax..	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota Ill. C.:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	85
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C & N W):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91–'16	....
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free..gold	16,000pm	7*	Jan. & July.	New York.	1899	....
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	....
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	104
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	....
Central Pacific of California:						
1st Mortgage.....gold	26,010,000	6*	Jan. & July.	New York.	'95–'99	99½
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	99½
Income bonds	10,000,000	...	.....	" "	.....	....
Charlotte and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	500,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	...
1st Mort. (Va. Cen. RR. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" ")..	186,500	6	" "	" "	1872	....
3d Mort. (" ")..	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75–'80	....
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	....
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,876,000	8	Jan. & July.	New York.	1883	110½
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d Mort. (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	800,000	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30m) guar.	600,000	8	May & Nov.	" "	1879	....
Dix. Peo. & Han. R.R. (45½ m) guar	800,000	8	Jan. & July.	" "	1889	97½
Illinois Gr. Trunk RR (44m) guar	960,000	8	April & Oct.	" "	1890	....
Keokuk & St. Paul (42¾ m.) guar.	1,000,000	8	" "	Boston.	1879	....
Ott., Osw. & Fox Rv. Vl. RR. (70m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. RR (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	....
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	....
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	95
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	95
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	102½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	95
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	87½
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	71
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	....
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	1,498,000	7	April & Oct.	New York.	1897	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	101
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	100½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	100
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	100¾
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	97
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	96
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	96
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	101½
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	73,000	6	Feb. & Aug.	Boston.	1874	98¾
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	95½
Bonds of 1868	500,000	6	March & Sept.	"	1889	97¾
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	92
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	...
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	95½
3d Mortgage	6,000,000	7	" "	" "	1883	93½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	89
5th Mortgage	926,500	7	June & Dec.	" "	1888	83½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.&W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	102½
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	98
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,662,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	707,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	22,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	94
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	86
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,450,000	7	April & Oct.	New York.	1881	....
Convertible bonds	50,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	1,834,000	8	" "	" "	1874	....
Ten per cent. Loan	904,000	10	" "	" "	1872	....
Mort bonds conv. tax free	1,200,000	8	" "	" "	1885	103½
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	109
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	96
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	New York.	1885	103
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	100½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	85
Consol. Mortgage	887,045	7	April & Oct.	"	1895	47
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	106
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	85
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	52
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	397,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	99½
Jeffersonville (J. M. & I.):						
2d Mortgage	345,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	2,107,000	7	April & Oct.	New York.	1906	82
2d Mortgage	2,000,000	7	.....	.....	.....	75
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	110
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,089,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	3,350,000	6	June & Dec.	"	1898	95
1st Mortgage (Hazleton)	134,500	6	April & Oct.	"	1872	94½
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	"	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85½
2d Mortgage	1,000,000	8	April & Oct.	" "	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	95
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	89½
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	90
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	...
Marietta and Cincinnati:						
1st Mortgage	2,454,528	7	Feb. & Aug.	Baltimore.	1891	98½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	84⅞
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, dollars, convertible	4,000	8	March & Sept.	New York.	1869	....
1st Mortgage, dollars, convertible	567,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	2,591,500	8	" "	" "	1882	119
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	101⅞
2d Mortgage	2,693,000	7	" "	" "	1877	97½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	97
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	89
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	108½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	100
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	93
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	$417,500	7	Jan. & July	New York.	877	....
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	104
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	100
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	New Haven	1899	....
Convertible bonds	400,000	6	April & Oct.	"	1890	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,936,626	6	May & Nov.	New York.	1883	92
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	103
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	91½
Bonds for real estate	162,000	6	" "	" "	1883	86
Bonds and mortgages	22,800	7	various.	" "	var.	....
Convertible bonds	195,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	92
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	93½
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	101
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	86
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	65
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	99
Chattel Mortgage	360,000	10	April & Oct.	"	1887	112
2d Mortgage	276,500	7	May & Nov.	"	18—	98¾
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	....
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	91½
Consol. Mort. for $6,000,000	2,019,000	6*	Jan. & July.	"	1900	90
Northern New Hampshire:						90½
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	98
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	96

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100½
Equipment Bonds	300,000	8	" "	"	'69-'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	102
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	86
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	93½
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	86
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	96
Company Bonds	458,000	6	April & Oct.	"	1875	97¾
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	104
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	88
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	78
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	84½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	80
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	79
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70-'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	100
St. Louis Loan	700,000	6	" "	" "	'71-'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	93,847	7*	April & Oct.	London.	1875	....
2d *Mortgage*, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	— & —	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	101
2d Mort. } Harrisb. to Pittsb.	2,583,000	6	April & Oct.	"	1875	99½
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	96
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	1,109,224	6	J. A. J. & O.	Philadelphia.	'69-'71	101
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	June & Dec.	Philadelphia.	18—	96½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	— & —	Philadelphia.	18—	81
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage (General)	5,000,000	6	" "	"	1881	92¾
2d Mortgage	4,000,000	6	" "	"	1901	82¾
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	88½
Philadelphia, Germant. & Norist						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading.						
Bonds of 1870	2,625,000	7	Jan. & July.	Philadelphia.	1890	100
Bonds of 1861	100,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	97
Bonds of 1857, convertible	143,500	6	" "	"	1886	98½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72-'77	....
Bonds of 1868 for renewals	1,121,000	6	April & Oct.	"	1893	83¾
Mort. bonds of '68, clear of taxes	2,700,000	7	" "	Philadelphia.	1893	104
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	94
Bonds of 1866	1,000,000	6	April & Oct.	"	'71-'76	94
Bonds of 1867	945,000	6	" "	"	1887	94
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	94
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	505,000	7*	May & Nov.	N. Y. & Lond.	1899	
Potsdam and Watert. (R.W. & O.)						
1st Mortgage guaranteed	511,500	7	June & Dec.	New York.	'69-'74	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	90
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	99
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	85¾
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80-'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87-'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75-'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75-'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75-'90	78½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	— & —	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69-'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	— & —	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	103½
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69-'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107¾
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	— & —	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	99
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	78
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	94¾
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	94
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina.						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71-'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71-'85	....
Domestic Bonds	418,016	6	" "	"	'73-'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69-'72	...
Domestic Bonds	353,500	7	Jan. & July.	"	'88-'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000		April & Oct.	Boston.	1880	90
South Side, Va.:		6				
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70-'75	....
3d Mort. (for City Point R. R.).	175,000	6	" "	"	'65-'68	....
4th Mortgage	317,000	6	" "	"	'70-'72	....
Consol. Mortgage	.....	8	" "	New York.	'84-'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75-'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	98
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	89
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	89½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	78
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	96½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	90¾
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	82
Consol. M. (T.,W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	" "	1907	89
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	88½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95-'99	...
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87-'89	84½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72-'74	83½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	'95-'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71-'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	87½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	43½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77-'89	102½
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	93
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7		"	1890	....
" " 3d class	154,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	89
2d Mortgage	23,500	6	" "	" "	1868	77½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	89
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	98
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	94
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	91½
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1899	102
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101¾
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	90
1st Mortgage unendorsed	400,000	6	" "	"	1890	78¾
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	94
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	87
New Preferred mortgage	600,000	6	.....	.....	....	93
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	.....	.....	....	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	82
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	90
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	97½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	"	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	85
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	136,913	6	J A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,100	6	" "		1884	87
3d Loan	2,000,000	6	" "	"	1897	92
Gold Loan	2,000,000	6*	.....	"	1894	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	....
Convertible Loan	1,496,879	6	" "	"	1877	90½
Monongahela Navigation:						85½
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	92½
2d Mortgage	302,750	6	" "	"	1876	86
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	79½
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	80
Improvement Loan	1,601,670	6	May & Nov.	"	1876	84
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	...
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	62½
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	11¾
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets.	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac ..... New York	2,146,579	*	—	—	4,183,000	915,000	1,205,943	—	25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga..... Alabama.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶ ...New York.	7,185,162	*	—	—	2,149,200	4,175,000	.....	.....	142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	94½
Jan. 31, 1870	132.0	—	23.0	48.0	22	19	5	425	Allegheny Valley..... Pennsylvania.	7,913,532	*	.....	.....	2,169,550	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin ..... Maine.	800.000	*	—	—	—	425,000	—	—	68.0	118,080	.....	.....	195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	—	—	246,018	150,000	—	—	—	(Leased	to Cheshir	e.)	—	7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point ..... Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	.....	.....	.....	362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.	.....	.....	.....	.....	30,000,000	29,999,000	—	—	505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶..... Georgia.	5,785,183	*	.....	—	3,940,489	2,000,000	.....	—	285.7	461,575	.....	—	784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶. N.Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	81,558	95.0	.....	.....	.....	106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H.& Vt.	7,654,087	*	—	—	2,494,900	3,483,992	—	—	—	(Leased	& oper. by	Grand Tr	unk of C	anada.)	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris .. N. Y.	217,345	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶ .... Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	73[illegible]	20,3[illegible]1,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	147
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.. .... W. Virginia.	—	.....	—	—	.....	.....	.....	—	103.5	691,644	.....	.....	536,033	L158,572	—	100	7½
Dec. 31 1869	29.0	20.0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*.... Michigan.	1,791,776	*	289,895	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	—	—	100	4
Dec. 31 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware ..... New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	—	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland ..... Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.0	(Operat	ed by Bon	dholders.	—No ret	urns.)	—	100	....
Sept. 30, 1870	21.2	—	—	—	—	—	—	—	Berkshire..... Massachusetts.	600,000	.....	.....	.....	600,000	—	—	—	—	—	—	—	42,000	42,000	7	100	80½
Sept. 30, 1869	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Br	ook Coal	Co.)	—	7	100	....
Sept. 30, 1870	200.4	49.6	288.5	—	165	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	3 546.638	751 902	19,154,800	1,764,520	2,488,621	2,390,506	268.6	2,877,540	78,808,929	148,891,491	5,758,987	1,830 314	10	100	150½
Sept. 30, 1870	42.9	....	7.0	—	13	17	10	226	Boston, Clinton and Fitchburg ..... Mass	1,601,018	*	100,000	68,750	872,600	800,500	.....	30,842	64.2	186,039	9,486,106	4,854,350	286,280	56,416	6	100	70½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal ..... N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,460	524,564	135,263	6	100	75½
Sept. 30, 1870	112.5	—	15.8	....	23	25	10	419	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	—	172.5	396.556	11,603,003	5,936,796	470,732	110,948	—	—	2
Sept. 30, 1870	26.7	10.8	19.0	—	32	38	18	780	Boston and Lowell..... Mass.	2,653,300	*	618,198	529,882	2,215,000	265,000	384,844	748,876	46.5	500,671	16,693,212	11,555,111	934,754	172,693	8	100	136
Sept. 30, 1870	74.3	8.5	64.3	—	46	20	24	1,183	Boston and Maine..... Mass., N. H. & Me.	5,171,995	*	285,631	16,626	4,471,274	—	—	1,000,979	144.0	849,692	44,032,919	13,399,312	1,563,658	511,551	10	100	147
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence..... Mass. & R. I.	3,700,000	*	504,422	.....	3,700,000	—	—	504,422	63.0	454.853	22,606,449	12,499,876	1,049,125	278,807	10	100	147½
Sept. 30, 1869	26.0	—	2.0	....	—	—	—	—	Bufl., Bradford and Pittsb.. Penn. & N. Y.	2,869,500	—	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased to E	rie.)	—	—	—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Bufl., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87 2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie..... N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Dec. 21, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	8,000,780	.....	.....	.....	.....	.....	.....	.....	—	(Leased	& oper. by	GrandTru	nk of Ca.)	96,338	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	(Leased	and opera	ted by Er	ie.)	—	7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ... Penn. & N. Y.	526,127	*	—	—	428,472	.....	.....	.....	1.60	28,606	664,730	.....	49,175	14,867	—	100	....
Dec. 31, 1869	175.0	—	3.9	95.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	.....	.....	2,500,000	3,500,000	.....	.....	1.75	(No ret	rns 175 m	iles recent	ly comple	ted.)	—	100	....
Apr 30, 1869	279.0	—	27 9	42.0	35	14	10	610	*Burlington and Missouri River*..... Iowa.	12,190,000	*	.....	.....	1.633,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	116
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	129
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic..... New Jersey.	2,093,159	*	.....	.....	1,120,805	990,000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	712,362	—	.....	.....	332,025	300,000	.....	.....	—	(Leased	& oper. by	Camd &	Amboy.)	42,447	3	100	....
Sept. 30, 1870	64.8	1.4	3.0	—	8	15	7	139	Cape Cod ..... Mass.	1,454,779	*	42,269	64,078	915,577	125,000	.....	.....	66.2	114,150	4,361,482	1,159,260	212,924	62,010	5	100	67½
Dec. 31, 1869	41.4	—	3.7	—	—	—	—	—	Cape May and Millville..... New Jersey.	809,380	—	.....	.....	447,000	200,000	202,205	.....	—	(Leased	and oper. b	y West J	ersey.)	—	6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville..... Penn.	738,854	*	.....	.....	426,900	—	—	—	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa..... Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	46
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna..... New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L	. and W.)	54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	—	—	.....	1,701,000	1,701,000	.....	.....	—	(Leased	and oper. b	y Illinois	Central.)	—	—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	15,000,000	—	—	—	8,000,000	7,620,000	.....	.....	—	(Leased	and oper.	by Chic. a	nd N.W.)	475,300	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia..... Georgia.	4,703,877	*	.....	.....	4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	....
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey..... New Jersey.	10,871,242	*	docks, &c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,958	—	100	106½
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio..... Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515[illegible]195	970,890	49,521	3½	100	29½
Dec. 31, 1869	742.0	120 0	74.2	—	147	144	25	1,561	*Central Pacific*..... California.	97,094,922	*	.....	.....	40,097,290	58,905,777	.....	.....	742 0	2,869,227	.....	.....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	103.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R.... Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	(N	o returns.)	—	—	—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased	to Erie &	N.Centrl.)	30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington..... S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio..... Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....	—	(No retur	ns publish	ed.)	—	—	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	7	405	Cheshire..... New Hampshire.	2,689,307	*	313,665	58,825	2,085,925	807,000	.....	103,754	53.6	468,288	3,844,808	15 070,527	617,754	84,472	2	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	*	—	—	871,900	500,000	437,500	—	—	(Leased	to Phila. a	nd Read.)	101,714	2,331	—	50	6½
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton ..... Illinois.	11,587,040	*	749,862	257,688	7,570.472	3,856,000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	120
Apr. 30, 1870	307 0	296 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy.. Illinois.	16,699 340	4,246,222	2,387,163	961,621	16.590 210	4,649,750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,594	10	100	153
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500.000	1,000,000	.....	.....	73.0	.....	(N	o returns.)	—	.....	—	100	....
May 31, 1870	81.3	1 1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	5,000,000	—	—	—	3.916,000	810,000	.....	.....	—	(Leased	and oper. b	y Chic. a	nd N.W.)	557,950	10	100	120½
May 31, 1870	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,[illegible]05,222	.....	35.046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	364,747.240	12,535,428	3 478,419	9	100	72½
Mar. 31, 1870	493.0	50.5	98 0	—	133	62	26	3,127	Chicago, Rock Island & Pacific. Ill. & Iowa.	25,025,906	*	262,682	1,644 797	16,000,000	8,787 643	76,975	2 068,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	107½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	483	Cincinnati, Hamilton and Dayton... Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,000	330,249	375,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	1,894,477	—	.....	.....	500,000	1,500,000	—	—	27.2	153,550	2,500,000	5,650,000	233,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	*	.....	.....	1,000,000	—	—	—	—	(Leased	and oper. b	y Kentuc	ky Centra	l.)	—	100	....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction.. O. & Ind.	5,805,062	*	.....	.....	3,027,450	2,033,000	776,398	.....	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	—	.....	.....	400,000	400,000	—	—	—	(Leased	to Ind., Ci	n. and Laf.	54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,395	—	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland.. Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,465	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	21½
Jun. 30 1869	132.1	—	9.0	—	16	11	6	227	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2 641,280	5,444,455	346,181	46,046	—	100	....

Dec. 31, 1869	340.5	49.9	61 7	—	83	47	22	1,435	Cleveland, Col. Cin. & Ind...Ohio & Ind.	11,936,146	*				11,620,000	1,997,000			390.4	2,155,245	29,770,918	95,130,680	2,962,614	929'384	7	100	90¼
Jun. 30, 1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning .....Ohio	2,922,345	397,981				2,056,750	1,652,100				(Leased	to Atl. &	Gt. Weste	rn.)		8	100	
Oct. 31, 1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg....Ohio & Penn.	8,450,515	2,283,265				6,300,475	3,883,500		610,497	225.0	1,665,141			2,383,670	908,306	8	50	118
Jun. 30, 1869	588.0	12.5	67.9	—	135	76	28	1,691	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	33,539,369	*				13,000,000	18,814,000	1,725,369		588.0	3,655,909	35,605,620	41,064,199	3,529.411	262,452	—	100	19
Jun. 30, 1869	54.5	—	13.0	—	—	—	—	—	Columbus and Xenia.....Ohio.	2,034,200					1,786,200	248,000				(Leased	& operate	d by Little	Miami.)		6¼	100	
Mar. 31, 1869	35.0	7.0	47.0	—	31	27	12	486	Concord.....New Hampshire.	1,500,000	*	138,029	92,610		1,500,000	—	75,000	155,639	119.5	544,126	9,898,097	14,984,458	806,150	153,165	10	50	153
Mar. 31, 1869	27.0	—	2.3	26.0	2	4	—	51	Concord and Claremont. New Hampshire.	698,258	*				595,587	374,500	300,000		27.0	39,460	556,055	361,137	75,430	27,338	—	100	
Mar. 31, 1869	41.0	—	3.2	—	—	—	—	—	Concord and Portsmouth..N.Hampshire.	1,108,859					350,000					(Leased	and operat	ed by Con	cord.)	25,000	7	100	121¼
May 31, 1869	110.3	—	12.0	—	13	11	7	334	Connecticut and Passump. Riv..Vermont.	2,996,181	*	11,573	153,938		2,087,883	795,000	208,879	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	92
Sept. 30, 1870	50.0	3.4	12.7	—	17	21	8	233	Connecticut River .....Massachusetts.	2,100,430	*	164,854	180,425		1,700,000	250,000	70,000	216,110	53.4	262,936	7,954,321	6,466,931	591,972	197,174	10	100	145
Oct. 31, 1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,278,300		215,000			1,278,300	1,000,000				(Leased	to Phila.	& Trent.)				50	
Mar. 31, 1869	14.6	—	1.1	—	...	...	...	...	Contoocook River .....New Hampshire.	257,000					200,000	30,000			14.6	(Oper.	by Northe	rn N. H.)	38,458	15,931	—	100	
Dec. 31, 1869	34.0	—	19.0	—	23	5	1	420	Cumberland and Pennsylvania. Maryland.	3,300,000	*				1,500,000	3,443,000			34.0	337,200			791,053	75,118	—	50	
Oct. 31, 1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley.....Penn. & Md.	1,492,204	*	110,000			1,316,900	352,300			74.0	226,576			523,993	143,479	8	50	110
Dec. 31, 1870	23.8	4.0	4.0	—	6	6	2	62	Danbury and Norwalk .....Connecticut.	581,079	87,783	11,200	26,391		400,000	300,000		6,454	28.0	93,222	1,549,669	939,324	175,444	82,163	16	50	100
Oct. 31, 1869	14.0	—	1.0	37.0	2	2	1	12	Danv., Hazleton & Urbana.....Penn.	313,910	15,600	300,000			413,150	510,000				(N	ot yet in o	peration.)				100	
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin..Ill.	5,000,000	*				3,000,000	2,000,000			—	(U	nder cons	truction.)				100	
Mar. 31, 1870	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan .....Ohio.	5,857,058	667,268		261,099		2,393,140	4,278,300	112,579		141.4				1,061,856	421,277	—	100	
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union .....Ohio.	599,684	*				76,000	527,449	12,768		31.8	76,128	72,188	60,571	118,420	17,479	—	100	
Jun. 30, 1869	42.0	—	3.0	—	—	—	—	—	Dayton and Western.....Ohio.	870,000					309,276	715,000				(Leas. &	oper. by L'	tleMiami.)	loss.	42,652	—	100	
Oct. 31, 1869	84.5	28.0	4.9	—	—	—	—	—	Delaware.....Delaware.	1,826,018					891,206	892,750				(Leased	and oper.	by Phila.,	Wilm. an	d Balt.)	6	100	
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western.....Penn.	11,250,000	3,250,000				14,100,600	3,3 8,000	2,190,000		253.4	1,820,253			2,417,324	637,845	10	50	108
Dec. 31, 1869	235.0	—	16.0	12.0	25	16	10	515	Des Moines Valley.....Iowa.	8,182,500	*				3,872,500	4,310,000			184.0				830,241	365.392	—	100	
Dec. 31, 1869	189.0	—	19.0	—	34	30	21	524	Detroit and Milwaukee.....Michigan.	11,467,220	*	111,386	186,778		2,547,350	6,825,048	2,341,923	104,063	189.0	614,243			1,615,618	666,267	—	100	
Nov. 30, 1869	28.5	—	1.7	—	—	—	—	—	Dover and Winnipissogee....New Hamp.	480,000					480,000					(Leased	and opera	ted by Bo	ston & M	aine.)	6	100	
Dec. 31, 1869	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*.....Iowa.	5,257,043	*	107,393	64,767		3,662,123	960,000	653,956	153,124	—	(Leased	& oper. by	Ill. Centr.)	1,290,589		7	100	90¼
Dec. 31, 1869	55.8	—	22.5	—	4	2	3	67	Dubuque South Western.....Iowa.	1,550,000	*				1,000,000	550,000			79.0				188,832		—	100	
Sept 30, 1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg...N. York.	407,000					280,000					(I	n progres	s.)				100	
Sept. 30, 1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties...N. Y.	1,700,000					700,000	1,000,000				(Leased	to Boston,	Hart.&Fis	hkill.)			100	
Oct. 31, 1869	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb....Penn.	264,800		2,500			89,800	175,000	2,000			(Leased	to Penney	lvania.)				50	
Sept. 30, 1870	44.1	54.4	21.8	—	46	86	25	810	Eastern ¶.....Massachusetts.	6,783,262	*	900,578	171,922		4,062,600	3,037,400	78,866	180,542	114.6	850,699	51,220,764	7,810,627	1,462,770	643,274	8	100	121¼
Dec. 31, 1869	38.5	—	1.9	—	—	—	—	—	Eastern Shore ¶.....Maryland.	850,000					280,000	570,000				(Leased	and oper.	by Phila.,	Wilm. an	d Balt.)		100	
Oct. 31, 1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy .....Pennsylvania.	391,604					392,550					(Leased	to Phila.	& Readin	g.)		6	50	
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania.....Pennsylvania.	1,472,599					1,209,200	495,900				(Leased	to Phila.	& Readin	g.)		7	50	82
Jun. 30, 1870	240.0	30.0	17.9	—	39	21	7	530	East Tenn. Va., & Georgia ¶..Tenn & Ga	9,164,694	*	125,522	486,828		1,969,524	4,019,056	1,235,506	1,552,958	270.0				1,278,864	562,682	—	100	
Jun. 30, 1870	—	—	—	—	—	—	—	—	East Tennessee and Virginia ¶.....Tenn.						(Consolid	ated in t	he East	Tennesse	e, Virg	inia and	Georgia.)						
Oct. 31, 1869	48.0	—	2.6	—	5	5	1	57	Edgefield and Kentucky ¶.....Tenn.	500,000								(Oper. by	Evan	sville, H	enderson	& Nashv.)					
Sept. 30, 1869	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua.N. Y.	500,000					500,000					(Leased	to Norther	n Central.)	25,000	25,000	5	100	
Oct. 31, 1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,268,000	352,000				1,000,000	1,620,000			—	(Leased	to Northe	rn Cent.)	562,933	loss.	5	50	56¼
Sept. 30, 1869	459.0	386.7	431.2	—	404	267	71	7,447	Erie.....New Jersey, N. York & Pa.	57,164,421	7,440,575				78,536,910	23,398,800			845.7	7,761,579	128,455,158	817,829,190	16,721,500	2 179,395	—	100	28¼
Oct. 31, 1869	83 7	3.2	17.1	—	22	11	4	715	Erie and Pittsburg.....Pennsylvania.	2,634,232	1,045,893	545,000			999,600	2,577,590		57,809	101.2	484,530			824,611	383,028	—	50	
Dec. 31, 1869	58.0	—	5.0	52.0	5	5	1	95	European and North American ¶..Maine.	2,094,883	148,659					3,000,000			—	58,493			129,726	56,195	—	100	
Jun. 30, 1869	108.0	32.0	15.2	....	14	18	9	115	European and N. American ¶.N. Brunsw.	4,674,808	*				[Owned	by Domi	nion of	Canada.]	140.0	185,967	4,332,715	3,667,494	182,795	56,646	—	100	
Jun. 30, 1869	23.5	—	....	5.45	...	...	...	...	Europ. & N. American W. Div.N.Bruns.	1,743,037	*				803,750	1,853,907	18,001		—	(No	t in comp	lete opera	tion.)			—	
Aug. 30, 1870	100.0	23.0	12.0	....	15	12	5	201	Evansville and Crawfordsville...Indiana.	2,417,058	372,970	46,366	51,600		1,144,053	1,185,000	36,564	522,377	132.0	306,838			516,804	166,699	—	100	
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville.Ky.										64.0						—	100	
Sept. 30, 1870	5.8	—	....						Fall River, Warren and Providence..R. I.	330,089	*	21,174	491		150,000		269,450		5.8	10,846	350,016		26,815	3,800	—	100	
Oct. 31, 1869	12.7	—	0.5	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000					90,000			60	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	7¼	50	
Sept. 30, 1870	51.0	43.7	31 1	—	35	42	11	600	Fitchburg .....Massachusetts.	3,640,000	*	300,579	200,661		3,640,000			501,231	93.7	538,088	20,328,234	13,563,559	1,085,937	252,285	8	100	137¼
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Flemington.....New Jersey.	375,000					150,000	100,000	100,000			(Oper. b	y Belvide	re Delaw	are.)			100	
Dec. 31, 1869	77.0	—	....	112.5	14	13	7	159	*Flint and Pere Marquette*.....Michigan.	2,269,094	*	173,876	1.149,692		1,099,100	1,867,500	441,208	124,854	90.0	208,113			466,737	232,707	—	100	
Dec. 31, 1869	154.0	—	3.1	—	7	—	—	82	*Florida*.....Florida.	5,300,000	*				3,000,000	2,300,000			154.0						—	100	
Feb. 28, 1870	56.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	2,300,000	*				800,000	1,500,000			—	(Not i	n complet	e operatio	n.)			—	
Dec. 31, 1869	17.0	—	12.5	—	3	3	—	22	Freehold & Jamesburg Agricultural..N.J.	200,866	30,061	99,266			230,845		99,266		23.0	12,800			69,807	2,038	3	100	
Dec. 31, 1869	50.3	1.7	3.2	—	7	8	2	91	Galveston, Houston & Henderson.Texas.						575,000				52.0	[Operat	ed by Rec	eiver.]				100	
Mar. 31, 1870	171.0	61.0	16.1	—	45	23	10	503	Georgia.....Georgia.	4,156,000	*	1,283,369	595,509		4,156,000	615,500	388,618	886,260	232.0	801,823			1,352,029	501,897	8	100	109
Dec. 31, 1869	40.0	—	....	280.0	...	...	...	...	*Grand Rapids and Indiana*.....Indiana.										40.0	[In prog	ress and n	o part in c	ompl'te o	pera'n.]	—	100	
Dec. 31, 1869	94.0	—	6.5	—	—	—	—	—	Grand River Valley.....Michigan.	3,000,000					1,000,000	1,000,000				(Owned	and oper. b	y Mich. Ce	n. since A	pl. 1870.]	—	100	
Jun. 30, 1869	854.0	197.0	106.7	—	323	219	85	4,061	Grand Trunk ¶.....Canada.	90,720,865	*								1,380.0	7,071,893			7,153,924	1,607,631	—	100	
July 31, 1869	229.0	105.5	132.0	—	99	146	45	1,829	Great Western ¶.....Canada.	25,027,287	*	1,968,348	877,019		18,202,126	8,656,415	733,218	280,895	334.5	2,676,393			3,934,114	1,780,516	4	100	
Sept. 30, 1869	143.2	21.0	4.5	—	27	14	2	55	Greenville and Columbia ¶.....S. Carolina.	3,081,213	*	80,495			1,510,374	1,902,157			164.2	125,000			365,528	146,211	—	100	
Aug 31, 1869	207.0	68.0	22.0	—	80	27	14	701	*Hannibal and St. Joseph* ¶.....Missouri.	17,947,073	*				8,000,000	8,938,000	1,009,073		275 0				2,941,997		—	100	80
Oct. 31, 1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550					1,182,550	700,000		23,069	—	(Leased	to Pennsy	lvania.)			7	50	110
Sept. 30, 1870	62.0	12.8	64.5	—	31	33	18	584	Hartford and New Haven....Connecticut.	3,407,285	*				4,800,000	744,000			75.0	578,810			1,568,362	513,594	10	100	170¼
Dec. 31, 1869	122.4	7.7	15.4	—	24	30	16	302	Hartford. Prov. and Fishkill.Conn. & R. I.	4,704,866	*				2,037,939	2,055,500			130.1	470,699	13,592,276	5,172,157	848,563	79,028	—	100	
Oct. 31, 1869	32.0	—	1.3	44.0	3	2	1	13	Hempfield.....W. Va. & Penn.	1,616,459	41,340	104,900			1,809,565	500,000	100,000		32.0	20,800			60,495	3,008	—	100	
Dec. 31, 1869	74.0	—	8.9	—	13	14	6	246	Housatonic .....Connecticut.	2,105,558	*	151,843	310,624		2 000,000	291,000	123,768	153,257	119.8				743,808	166,231	—	100	
Dec. 31, 1869	144.0	38.0	7.2	323.0	18	12	10	340	Houston and Texas Central ¶.....Texas.	5,600,000	*				3,000,000	2,600,000			125.0				1,040,400	601,933	—	100	
Dec. 31, 1869	50.0	—	8.7	48.0	2	2	1	21	Houston Tap and Brazoria.....Texas.										50.0	[Is bein	g continue	d to Whar	ton Color	'do Riv.]	—	100	
Sept. 30, 1869	144.0	—	170.6	—	86	154	37	1,077	Hudson River .....New York.	19,919.537	*				16,020,000	4,309,220			150.0	1,978,880	106,998,815	114,943,123	6,484,967	2,713,490	8	100	
Oct. 31, 1869	44.0	14.8	12.0	—	15	3	8	58	Huntingdon and Broad Top Mt....Penn.	2,202,174	*				706,580	1,927,614			58.8	191,777			291,564	5,882	—	50	20
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4 214	*Illinois Central* .....Illinois.	32,785,264	*	9,721,836	1,691,280		25,278,710	8,018,170	10,901,506		970.9	5,414,403	53,306,016	253,336,118	8,823,482	3,652,516	10	100	137
Dec. 31, 1869	—	—	—	72.0	50	31	13	806	Indianapolis and St. Louis.....Indiana.	(Road in	progress	.is now o	perating		St. Louis	, Alton &	T. H. R.	R.)	194.0				1,774,567	Loss.	—	100	
Dec. 31, 1869	179.0	110.0	23.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette.Indiana.	13,720,057	*				5,685,497	7,358,931	675,628		289.0	1,205,686			1,921,274	707,492	—	100	5¼
Dec. 31, 1869	75.0	—	3.7	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.										75.0						—	100	
Dec. 31, 1869	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..Iowa & Mo.										—	[Project	ed.]				—	100	
Jun. 30, 1869	13.0	—	1.2	23.0	3	3	—	14	Iron .....Ohio.	327,795	*				132.411	35,000			13.0	24,000	234,368	664,541	73,307	11,855	—	100	
Oct. 31, 1869	10.0	1.0	4 0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	249,500			400,000	130,000			11.0				32,361	22,727	—	50	
Dec. 31, 1869	116.0	—	10.7	....	10	10	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,598,023	*		87,031		515,465	1,895,000	143,196	131,393	116.0				391,849	212,727	—	100	
Oct. 31, 1869	43.2	1.5	2.5	13.0	—	—	—	—	Jameston and Franklin.....Penn.	1,765,248		35,000			603,077	1,000,000	688,228		—	(Leased	to Lake S	hore and	Mich. So	uthern.)	—	100	
Dec. 31, 1869	108.0	52.0	17.9	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	879,833	413,927		2,000,000	3,100,000	587,179	1,632,923	225.0				1,140,099	403,486	—	100	40
Dec. 31, 1869	37.0	—	8.9	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000					1,500,000	500,000			—	(Leased	and oper. b	y Chicago	& Alton.)		7	100	52¼
Dec 31, 1869	44.5	—	10.8	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000					300,000	800,000			—	(Leased	and oper. b	yMich'gan	Central.)		8	100	
Oct. 31, 1869	4.6	—	5.3	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324					180,250	800,000			4.6	16,472	1,040,193	5,589,807	107,612	49,533	—	100	
Dec. 31, 1869	487.0	34.0	22.8	143.0	50	35	11	1,025	Kansas Pacific.....Kansas & Col.						5,072,500				439.0	963,512			2,225,850	839,670	—	100	
Dec. 31, 1869	99.0	—	11.0	—	21	12	16	300	Kentucky Central.....Kentucky.							1,209,000	[St k sw	amped.]	112.0		[Operated	by bondh	olders.]			100	
Dec. 31, 1869	16.0	—	—	37.0	—	—	—	8	Knoxville and Charleston ¶...Tennessee.										16.0	[No	returns.]				—	100	
Dec. 31, 1869	31.0	—	1.3	54.0	2	2	1	20	Knoxville and Kentucky ¶....Tennessee.										31.0	[No	returns.]				—	100	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,320,000	550,000	.....	.....	1,235,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500,000	.....	—	37.0	29,970	668,490	460,738	57,875	17,670	—	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,391	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	108¾
Dec. 31, 1869	75.0	—	....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In	progress	and no r	eturns.)	5,000,000	4,500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owne	d by Le	high Coa	l and Na	vigation	Co.)	150.3	1,286,387	.....	.....	1,945,598	748,960	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	120¼
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	—	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	—	....
Jun. 30, 1869	84.2	—	47.9	—	—	—	—	—	Little Miami.....Ohio.	3,887,854	.....	425,650	.....	3,572,400	1,480,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	[Leased	Dec. 1 1	869 to Pb	g Cin.&S	t. L.at$4	80,000p.a.	] 196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6½	—	....
Oct. 31, 1869	28.3	3.0	24.7	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,146,283	—	915,658	.....	2,646,100	795,500	.....	—	—	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	91½
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore. New Jersey.	223,446	*	.....	.....	178,100	—	112,927	.....	9.0	.....	.....	.....	71,601	10,307	—	100	....
Sept. 30, 1869	94.0	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	—	123.0	393,404	18,773,860	10,136,200	659,155	Loss.	—	50	60
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington.Ky.	6,820,351	*	156,741	50,718	2,472,183	2,595,519	1,235,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	44
Jun. 30, 1870	185.0	196.6	38.5	74.0	76	45	29	1,177	Louisville and Nashville...Ky. and Tenn.	13,950,705	*	3,585,951	1,176,690	8,680,912	8,478,000	805,465	748,977	381.6	1,500,947	27,330,015	57,885,740	2,954,659	1,142,113	7	100	76½
Sept. 30, 1870	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence... Massachusetts.	363,158	*	.....	15,133	200,000	67,700	11,529	3,603	—	.....	.....	.....	20,403	16,763	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	—	20,000	.....	600,000	—	—	10,000	—	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswick .....Georgia.	(Comple	ted in D	ec. 1869,n	o accou	nts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	—	100	....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	—	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State rec	eiver.)	.....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,272,344	—	88,070	.....	2,035,015	250,000	217,907	.....	—	(Leased	to Phila.&	Reading.)	128,580	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central ¶.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,892	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	....	....	....	....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72,124	22,999	1,000,000	—	5,609	90,514	26.0	81,204	1,621,977	942,664	132,510	102,110	10	100	145
Mar. 31, 1870	19.0	—	1.6	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	—	.....	.....	—	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	—	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,937	565,544	139,864	291.0	954,510	.....	.....	1,549,090	468,661	—	100	38
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	104	Memphis, Clarksv. and Louisv. ¶..Tenn.	3,000,000	(Oper.	by L. &	N. shv.)	.....	1,582,000	99,842	—	82.6	299,091	.....	.....	408,525	464	—	100	....
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,528,000	590,810	—	130.6	457,876	3,638,132	.....	799,649	98,840	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0	—	—	—	—	Michigan Air-Line.....Mich., Ind & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	[Under co	nstruction.]	.....	.....	—	100	....
May 31, 1870	284.8	—	57.5	—	100	97	23	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,629,989	175,433	895,723	329.3	2,561,902	.....	.....	4,707,288	1,594,177	10	100	120½
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	349,361	—	.....	.....	109,100	215,800	50,966	—	—	(Oper.	by Erie.)	.....	44,068	14,434	—	100	....
Dec. 31, 1869	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick.N. Jersey.	113,404	—	.....	.....	95,750	—	17,654	—	—	(Operat	ed by New	Jersey.)	14,531	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	59¾
Oct. 31, 1869	24.5	58.8	52.3	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	.....	.....	3,856,450	—	.....	.....	—	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	108¼
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Mississ. Cent. and Tenn. ¶.Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	(Southern	R.R. Asso	ciation L	essees.)	—	100	9
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	385,975	152,223	—	100	....
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150,766	284,206	85,468	1,232,728	531,500	50,643	—	83.5	.....	.....	.....	131,376	27,270	—	100	....
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	486.5	1,198,630	.....	.....	2,115,287	759,758	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,950	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Sept. 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1 000 0 0	.....	.....	.....	23.0	24,1 8	617,707	856,855	79,971	6,857	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	18	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	—	116.2	(No	report rec	eived.)	.....	.....	—	100	32
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....	—	[Leased	to Dela., L	acka. and	West'n.]	.....	7	100	93
Sept. 30, 1869	14.6	—	3.0	—	14	17	8	350	Nashua and Lowell....N. Hamp. & Mass.	737,706	*	57,982	78,675	720,000	—	.....	126,747	43.0	224,938	7,499,849	5,191,427	411,980	83,473	10	100	147½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga ¶..Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	....
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600, 55	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Loui	sville & N	ashville.)	.....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	71,547	161,764	1,838,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589,929	190,405	9	100	117½
Sept. 30, 1870	20.1	1.4	1.3	—	5	13	8	95	New Bedford and Taunton.....Mass.	500,000	*	193,154	.....	500,000	172,500	—	124,078	35.4	69,232	2,903,432	620,618	169,141	45,570	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	[In han	ds of bon	dholder	s.]	972,000	.....	.....	119.0	.....	.....	.....	104,737	.....	—	100	....
Oct. 31, 1869	14.9	—	2.8	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	605,000	136,300	2,000	.....	—	(Leased	& oper. by	P.Ft.W.&	Chicago.)	.....	11½	....
Oct. 31, 1869	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	150,000	—	.....	.....	—	(Owned	& oper. by	P.,W.&B.)	77,837	44,644	—	50	....
Sept. 30, 1870	83.9	15.2	....	—	16	15	5	235	New Haven and Northamp.Conn. & Mass.	3,380,207	*	.....	.....	1,800,000	1,400,000	186,204	.....	99.1	240,535	3,784,198	4,792,732	372,871	120,289	—	100	128
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312,165	*	.....	.....	6,250 000	850,000	.....	.....	—	(In	cluded in	United Co	mpanies)	.....	10	100	....
Dec. 31, 1869	73.8	8.5	7.1	—	....	....	....	....	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	2[illegible]6,021	51,871	—	100	....
Sept. 30, 1870	100.0	—	16.0	—	15	15	8	309	New London Northern..Conn. and Mass.	1,485.223	*	.....	.....	1,003,500	651,500	72,500	.....	100.0	287,024	5,207,667	5,642,919	375,766	65.493	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,483,906	1,551,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,383	—	100	5½
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶..La.	2,050,000	.....	.....	.....	[Owned	and oper	ated by	Charles	Mor.a	n of Ne	w York C	ity.]	.....	.....	—	—	46
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,603.697	*	.....	.....	51,831.300	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474,419,753	15 586,616	6,531,131	8	100	....
Sept. 30, 1869	441.8	295.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River. N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	589,362,876	22,071,583	9,244,621	8	100	96½
Sept. 30, 1869	5.0	—	....	34.8	....	....	....	....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	130.8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	128
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,7 2	114,677	6,000,000	1,061,500	300,246	883,528	76 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	155
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591,000	.....	.....	—	(In cour	se of con t	ruction)	.....	.....	—	100	....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. 1.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	92
Sept. 30, 1869	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	—	.....	.....	—	(Leased	to New Y	ork Centr	al.)	60 000	6	100	....
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg ¶.....Virginia.	2,479.355	*	622,891	.....	1,798,000	793,000	253,717	.....	81.0	138,330	1,335,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110,523	4,000,000	575,230	102,629	682,708	223.0	.....	.....	.....	658,117	257,006	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1869	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.	...	*	...	...	...	7,500,000	13000,00 0	...	...	72.0	...	...	...	...	—	100	...
Feb. 28, 1870	233.3	147.8	11.9	—	63	35	14	776	North Missouri ¶	Missouri.	20,500,000	*	—	...	...	3,150,000	3,588,439	133,476	...	381.0	...	...	2,084,486	432,124	—	—	21
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,987	991,064	...	...	5,675,377	289,010	3,218	97.6	404,631	5,252,948	...	671,07	168,918	—	10	...
Dec. 31, 1869	95.0	2.6	20.3	—	21	17	15	499	Northern	Canada.	5,405,410	*	86,788	415,407	...	5,900,000	7,065,500	592,582	...	332.4	1,469,366	...	2,928 463	977,748	6	50	81
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,132	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134	...	...	...	3,068,400	115,600	...	82.5	409,036	5,935,262	19,110,436	689,620	256,271	8	100	113¼
Mar. 31, 1870	69.1	13.4	16.2	—	25	16	6	485	Northern New Hampshire	New Hamp.	3,068,400	*	208,767	...	...	1,100,000	400,900	...	35.3	46,773	...	...	325,369	65,764	8	100	...
Sept. 30, 1869	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*	...	...	...	2,364,400	776,000	227,017	66.0	349,958	5,909,914	9,312,721	614,199	191,642	10	100	115
Sept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*	825,242	138,311	(Owned	by Provi	ncial Gov	ernment.)	145.0	...	...	...	281,138	...	—	—	...
Jun. 30, 1869	113.0	32.0	14.0	—	19	21	5	232	Nova Scotia ¶	Nova Scotia.	6,435,167	*	...	...	...	5,035,800	941,800	387,687	208,922	122.0	532,120	...	31,199,413	1,045,222	356,839	6	100	88½
Mar. 30, 1869	118.0	4.0	18.7	—	31	16	8	817	Ogdensburg and Lake Champlain	N. Y.	5,371,900	*	236.370	665,929	...	23,714,125	6,152,850	492,321	...	340.0	1,926,156	30,459,353	69,838,274	2,915,547	643,720	—	100	44¼
Dec. 31, 1869	340.0	53 0	....	—	86	43	24	1,269	Ohio and Mississippi	Ohio, Ind. & Ill.	23,009,217	2,054,988	1,585,583	120,754	...	4,259,450	3,170,000	—	...	98.5	406,010	...	...	2,014,427	978,925	10	50	100
Oct. 31, 1869	95.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,232	45,000	...	...	4,959,920	2,879,000	...	418,269	142.7	770,769	35,486,808	7,461,065	1,276,848	474,713	6	100	105
Sept. 30, 1870	130.5	12.2	32.4	—	38	73	18	490	Old Colony and Newport	Massachusetts.	7,878,980	*	231.249	155,604	...	2,488,757	4,350,546	1,019,395	47,357	270.2	497,198	9,196,620	9,069,150	919,122	407,336	—	100	72
Sept. 30, 1869	260.3	9.9	9.7	—	27	16	10	354	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	660,000	2,862,382	43,262	...	300,000	500,000	...	...	9.0	...	...	...	169,088	29,747	—	100	...
Dec. 31, 1869	5.0	4.0	1.3	—	...	...	...	...	Orange and Newark	New Jersey.	800,000	*	...	...	...	300,000	610,000	...	...	...	(Leased	to R.W &	Ogdensb.)	125,564	62,782	—	100	...
Sept. 30, 1869	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,999	*	...	...	...	490,400	591,000	...	36.3	112,232	3,414,428	2,955,451	280,555	60,907	8	100	...
Sept. 30, 1869	36.3	—	24.7	—	7	9	4	65	Oswego and Syracuse	New York.	1,445,986	*	...	...	...	3,406,034	7,793,742	...	336.0	1,764,760	...	...	3,213,058	894,345	—	100	...
Feb. 28, 1869	283.0	—	35.9	—	98	52	20	1,039	*Pacific* ¶	Missouri.	11,789,378	3,264,918	...	...	...	7,000,000	3,784,136	...	47.6	...	nine m	onths.	1,105,219	340,361	—	100	50
Sept. 30, 1870	47.6	—	....	—	15	23	—	151	Panama	New Granada.	9,500,000	...	...	...	...	630,000	...	...	...	(Leased	to Erie.)			53,400	8	100	...
Dec. 31, 1869	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	—	...	...	...	500,000	500,000	...	...	(Leased	to Erie)				—	100	...
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	...	...	...	...	284,500	85,000	...	...	(Leased	to Erie.)			26,500	6	100	...
Dec. 31, 1869	15.1	—	—	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	...	...	...	...	342,150	160,000	36,542	...	...	(Leased t	o Camden	and Amb	oy.)	—	100	...
Dec. 31, 1869	22.0	—	—	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	...	...	...	...	33,493,112	23,862,092	2,054,452	...	643.0	9,574,632	...	17,256,812	4,757,785	10	50	122½
Oct. 31, 1869	354.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*	...	...	...	3,200,000	592,500	383,000	...	47.0	...	...	...	...	10	50	223
Oct. 31, 1869	47.0	15.9	53.0	—	23	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	...	...	...	1,061,700	3,000,000	...	...	...	(Complet	ed Sept. 1	3, 1869.)			100	...
Oct. 31, 1869	105.0	....	10.5	—	—	—	—	—	Pennsylvania and N. York	N.Y. & Penn.	2,449,079	...	...	...	...	1,200,000	600,000	...	...	(Leased	to Chic. R.	I. and Pac	ific.)	125,000	8	100	...
Dec. 31, 1869	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—	...	...	...	1,000,000	1,000,000	...	...	83.0	...	(Complet	ed July 1,	1869.)	...	—	100	...
Dec. 30, 1869	83 0	—	6.4	....	10	8	4	83	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*	...	...	...	1,000,000	...	...	...	12.0	...	(In pr	ogress.)	...	...	—	100	...
Dec. 31, 1869	12.0	—	....	78.0	...	...	...	...	Peoria and Rock Island	Illinois.	1,000,000	*	...	...	...	1,325,200	241,894	...	...	82.3	164,357	...	...	245,634	97,975	3	100	...
Dec. 31, 1869	61.0	21.3	6.2	—	11	8	3	92	Petersburg ¶	Virginia.	1,486,478	*	...	...	...	21,000	800,000	291,686	...	46.0	124,224	...	...	196,672	9,272	—	50	...
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164	...	...	...	6,004,300	12,598,000	40,974	...	289.6	2,273,856	...	...	3,262,705	loss.	—	50	56½
Oct. 31, 1869	287.6	2 0	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*	...	...	...	1,595,750	55,900	...	...	24.3	376,303	...	...	697.620	287,492	10	50	171
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888	...	...	29,022,100	7,819,592	...	...	480.4	5,159,301	40,526,071	483,853,367	11,275 241	5,002,408	10	50	110½
Dec. 31, 1869	98.4	382.0	394.3	59.1	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061	...	...	...	1,259,100	—	—	80,555	26.5	...	...	...	1,077.559	274,081	10	100	128
Oct. 31, 1869	26.5	—	35.8	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,436,338	—	339,675	...	...	9,520.850	2,367,000	534,547	434,787	99.7	962,579	...	...	2,565 302	876,094	8	50	109½
Oct. 31, 1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	821,032	1,213,042	...	5,423,200	10,936,690	421,184	...	201.0	1,849,510	...	...	2,434,101	531,833	—	50	...
Oct. 31, 1869	193.0	*8.0	24.0	—	77	31	16	1,239	Phg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,551,398	2,327,941	196,000	...	...	1,795,253	1,891,000	294,917	...	72.0	425,341	4,912,563	16,286,331	668,919	207,354	—	50	...
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*	...	...	...	19,583,948	13.563,000	72,093	...	480.6	5,253,584	...	...	8,131,531	2,891,199	9½	100	100
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic	P., O., I. & I.	24,391,580	*	...	...	...	450.000	—	—	...	...	...	...	...	...	21,450	6	100	85½
Sept. 30, 1870	18.6	—	1.6	—	—	—	—	—	Pittsfield and North Adams	Mass.	443,677	—	...	...	...	784,700	1,182,988	...	...	109.5	354,754	...	...	632,763	217,572	6	100	...
Dec. 31, 1869	63.0	9.5	7.0	—	17	21	12	245	Portland and Kennebec	Maine.	3.000,000	*	...	...	...	1,500,000	—	...	...	51.3	303,266	...	...	575,036	175,586	6	100	133½
Dec. 31, 1869	57.3	—	5.7	—	17	—	—	169	Portland, Saco and Portsmouth	Maine.	1,686,063	*	...	...	...	350,000	—	...	...	(Leased	to Concor	d.)			24,500	7	100	112
Mar. 31, 1869	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	—	...	...	...	170,000	200,000	...	11,496	26.0	...	...	...	80,083	22,015	—	100	...
Mar. 31, 1870	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*	...	...	...	437,917	57,000	18,500	...	15.0	37,960	...	...	112,572	21,542	—	100	...
Nov. 30, 1869	15.0	—	0.7	—	4	6	2	11	Providence, Warren and Bristol	R. I. & M.	679,604	*	...	...	...	2,000,000	46,000	135,000	117,698	47.3	349,465	10,416,520	10,583,430	661,717	189,154	10	100	138½
Sept. 30, 1870	43.4	1.0	14.5	—	21	24	6	622	Providence and Worcester	R. I. & Mass.	2,128,285	*	114,276	3,423	...	1,500,000	80,000	...	...	97.0	...	...	...	208,000	141,000	3	100	...
Dec. 31, 1869	97.0	—	....	—	11	14	...	81	Raleigh and Gaston ¶	North Carolina.	1,500,000	*	...	...	...	506,848	1,000,000	952,859	...	54.0	155,070	...	...	207,799	55,879	—	50	...
Oct. 31, 1869	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583	...	...	...	3,000,000	1,569,750	1,781,893	461,647	181.0	637,821	16,458,686	30,164,875	1,594,002	504,247	7	100	92
Sept. 30, 1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,601	*	768,476	140,285	...	4,000,000	2,680,700	228,674	1,906,158	190.5	312,139	4,860,025	6,271,192	609,403	212,070	—	100	...
Sept. 30, 1869	140.5	1.5	11.3	—	24	17	8	238	Richmond and Danville ¶	Virginia.	6,929,000	*	1,791,052	95,480	...	1,414,136	482,678	25,186	559,887	75.5	...	...	...	332,025	132,491	—	100	...
Sept. 30, 1869	75.5	—	5.2	—	12	11	14	81	Richmond, Frederick and Potomac	Va.	2,298,349	*	40,818	142,720	...	847,100	320,296	40,331	...	46.4	90,998	1,258,994	1,422,279	160,946	37,344	—	100	...
Sept. 30, 1869	22.1	2.8	3.6	—	7	10	3	159	Richmond and Petersburg ¶	Virginia.	933,895	*	48,089	225,743	...	650,000	600,000	...	...	...	(Not in o	peration.)				—	100	...
Sept. 30, 1869	38.3	—	....	—	...	...	...	...	Richmond and York River ¶	Virginia.	1,250,000	*	...	...	...	427,402	...	...	...	22.0	...	(No	returns.)	...	...	—	100	...
Sept. 30, 1869	22.0	—	....	31.0	...	...	...	...	Roanoke Valley	Va. & N. Carolina.	482,612	*	...	...	...	3,000,000	2,000,000	9,821	476,970	218.2	585,168	14,604,381	18 054,197	1,274,134	501,998	10	100	126
Sept. 30, 1869	141.1	48.5	23.4	—	38	28	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338	...	4,381,400	...	331,828	...	1*8.0	679,669	8,347,127	16,336,225	874,855	187,329	—	100	38½
Sept. 30, 186	120.0	—	12.0	—	28	23	9	745	Rutland	Vermont.	4,381,741	*	791,487	...	...	2,100,000	2,589.500	...	...	132.0	...	...	...	753,000	376,000	—	100	72½
Dec. 31, 1869	132.0	—	....	—	...	...	...	...	St. Joseph and Council Bluffs	Missouri.	4,689.500	*	...	...	...	4,340,000	6,700,000	...	...	...	(Oper. by	Ind. & St.	Louis.)	611,800	—	100	29
Dec. 31, 1869	175.0	34.0	....	—	...	...	...	...	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*	...	...	...	10,000,000	4,000,000	...	...	...	...	abo	ut 900 000	...	...	—	100	60½
Dec. 31, 1869	195.0	15.0	13.0	—	43	25	8	631	*St. Louis and Iron Mountain* ¶	Missouri.	10,943,902	*	...	...	...	...	2,725,000	...	...	...	(Leased	to Chi. &	Alton.)	...	240,000	—	100	...
Dec. 31, 1869	150.0	—	....	—	...	...	...	...	St. Louis, Jacksonville and Chicago	Ill.	...	...	...	...	...	2,000,000	1,000,000	...	...	...	...	(No	returns.)	...	...	—	100	...
Dec. 31, 1869	—	—	....	72.3	—	—	—	—	St. Louis and St Joseph	Mo.	...	(Unfi	nished)	...	...	1,500,000	4,500,000	...	...	...	(Leased	to Terre H	aute and I	ndianapo	lis.)	—	100	...
May 31, 1870	158.9	—	....	—	17	10	4	315	St. Louis, Vandalia & Terre Haute	Ill.	6,000,000	*	...	...	...	...	2,020,000	...	...	...	257,004	2,776,680	3,570,874	373,445	138,411	—	100	...
Dec. 31, 1869	180.0	—	....	—	14	12	4	169	*St. Paul and Pacific* (1st Div.)	Minnesota.	...	...	...	...	...	...	...	...	...	...	189,152	...	...	338,693	179,941	—	100	...
Dec. 31, 1869	100.0	—	5 0	200 0	10	6	4	178	St. Paul and Sioux City	Minn.	3,274,752	*	152,360	81,989	...	2,732,515	166,000	531,072	79,514	...	(Leased	to West J	ersey.)		16,833	6	50	...
Dec. 31, 1869	16.6	—	....	—	—	2	1	12	Salem	New Jersey.	278,328	*	...	...	...	180,550	100,000	...	...	...	...	...	...	17,000	15,518	1½	100	...
Sept. 30, 1870	6.9	—	0 5	—	—	—	—	—	Salem and Lowell	Massachusetts.	471,492	*	...	2,524	...	243,305	226,900	1,287	...	116.3	271,076	...	...	429,212	101,024	—	100	...
Jun. 30, 1869	116.3	—	10.0	—	10	11	4	178	Sandusky, Mansfield and Newark	Ohio.	3,212,565	*	...	...	...	904,832	2,307,742	...	...	54.0	155,070	...	...	172,494	27,393	—	50	...
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,702	*	...	...	...	1,269,150	97,000	106,120	...	—	(Leased	to Phila. a	nd Readin	g.)		5	50	...
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,841	—	...	...	...	576,050	—	...	...	80.0	...	...	...	...	...	—	100	...
Dec. 31, 1869	80.0	—	4.6	—	13	5	4	160	Seaboard and Roanoke	Va. & N. Carolina.	...	...	...	...	...	...	210,000	...	...	...	...	...	...	282,215	...	—	100	...
Dec. 31, 1869	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.	2,163,564	*	...	549,007	...	999,050	796,830	891,180	25,521	119.3	...	...	...	460,000	—	—	100	...
Dec. 31, 1869	235 0	—	....	—	25	10	6	290	*Selma, Rome and Dalton*	Ala. & Georgia.	...	...	...	...	...	2,481,062	6,079,100	...	...	200.0	...	...	...	...	...	—	100	...
Oct. 31 1869	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	—	...	...	...	869,450	700,000	...	...	...	(Le	ased by N	orthern C	entral.)		6	50	...
Dec. 31, 1869	45.5	—	2.0	—	4	4	2	41	Sheboygan and Fond du Lac	Wisconsin.	1,997,000	*	...	...	...	1,227,000	800,000	...	...	45.5	...	...	...	61,504	22,091	—	100	...
Dec. 31, 1869	20 0	—	2 0	—	—	—	—	—	Shelby and Rush	Indiana.	187,663	—	...	...	...	100,000	37,800	...	...	20.0	(Oper. b	yJeff.Mad.	and Ind.)	32,448	7,408	—	100	...
May 31, 1869	50.0	—	2.5	—	10	18	1	30	Shore Line	Connecticut.	732.900	*	...	...	...	677,900	55,000	...	...	50.0	...	...	...	310,182	47,424	6	100	...
Dec. 31, 1869	101 8	*5	3.7	—	12	4	3	134	*Sioux City and Pacific*	Neb. & Iowa.	5.014,000	*	...	...	...	1,788,000	3,256,320	...	...	—	(Leased	and oper. b	y Portlan	d & Ken.)	36.000	—	100	...
Dec. 31, 1869	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec	Maine.	800,000	...	...	...	...	230,000	500,000	...	...	—	(Leased	& oper. by	Cen.of N.	Jersey.)	26,298	6	100	...
Dec. 31, 1869	16.5	—	....	—	—	—	—	—	South Branch	New Jersey	439,634	—	...	...	...	438,300	—	...	...	—	801,171	...	...	1,382,167	595,507	—	100	...
Dec. 31, 1869	137.0	106.0	10.9	—	43	24	24	392	South Carolina ¶	South Carolina.	8,920,601	*	1,137,797	163,729	...	5,819,275	4,057,351	355,501	...	...	...	(In	progres	s.)			100	...
Dec. 31, 1869	50.0	—	—	133.0	3	—	—	—	South and North Alabama	Ala	...	...	...	...	...	1,500,000	1,000,000	...	...	...	...	...	...	...	...	—	100	...
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts	462,167	39,426	...	9,566	...	259,683	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911	67,962	9,513	—	100	...
Sept. 30, 1869	57.0	0.7	3.0	—	11	21	5	75	South Side (L. I.)	New York.	1,97 ,558	*	...	...	...	497,750	850,000	...	...	63.0	150,560	5,597,64	2,094,921	221 815	66,552	10	100	73½
Sept. 30, 1869	123 0	10.0	12.0	—	17	5	5	188	South Side (Petersb'g & Lynchb'g)	Va.	4,149,658	*	192,420	430,158	...	1,365,600	2,133,800	973,116	299,727	133.0	292,029	2,201,096	10,725,243	440,921	103,125	—	100	...
Sept. 30, 1869	70.0	—	—	46.0	4	2	2	37	Southern Central	New York.	4,500,000	[cost to	completi	on.]	...	3,000,000	1,500,000	...	...	...	...	...	...	...	...	—	100	...
Dec. 31, 1869	72.0	—	...	200.0	11	4	2	194	Southern Minnesota	Minnesota.	...	...	...	...	...	...	25,000p m	...	...	100.0	...	...	...	348,218	203,473	—	100	...
Dec. 31, 1869	148.3	—	....	159.2	19	12	4	424	*South Pacific* ¶	Missouri.	...	...	...	...	...	...	...	...	...	...	...	...	...	910,116	360,386	8	100	104
July 31 1869	143.0	114.5	22.9	26.5	30	14	18	396	Southwestern	Georgia.	4,587,313	*	...	131,053	3,939,900	699,500	37,155	41,811	257.5	384,922	...	...	...	...	...	...	...	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1869	68.0	—	3.4	—	5	4		31	Spartanburg and Union ¶. South Carolina.	1,340,882	*	.....	.....	751,296	547,380	125,000	.....	68 0	.....	.....	.....	61,400	21,762	—	100	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb. . .Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	180,000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Includin	gFerry.)	700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	*	.....	.....	800,000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	—	.....	448,700	—	—	—	—	.....	.....	.....	.....	31,409	7	100	....
Sept. 30, 1870	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,300	*	—	634	267,300	—	—	634	—	.....	.....	.....	8,591	7,956	3	100	98
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	.....	—	(In pro	gress to be	completed	June 187	0.)	—	50	....
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....	12.0	40,000	.....	.....	79,887	18,001	3	100	....
Sept. 30, 1869	81.0	—	10·8	—	12	16	3	274	Syracuse, Binghamton and N. York. N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,050	.....	.....	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley. New York.	.....	.....	(Will for	m a par	t of the	Rondout	and Os	wego Li	ne.)	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	11.1	0.6	1.2	—	5	8	5	106	Taunton Branch.....Massachusetts.	392,971	*	24,194	52,234	400 000	—	23,557	45,841	11.1	65,346	1,933,322	849,113	102,173	22,935	8	100	106
Jun. 30, 1869	—	—	—	177.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	—	3,274,000	—	654,000	2,620,000	—	—	—	—	—	—	—	—	—	50	....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	186,284	1,988,150	348,000	163,913	1,049,365	84.0	503,198	.....	.....	1,279,043	671,445	12	100	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	—	34.6	176,432	.....	.....	395,440	82,005	—	50	100
Dec. 31, 1869	228.0	—	11.4	—	44	13	8	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	1,072,995	.....	—	100	....
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western. O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,956	522.0	.....	.....	.....	4,252,343	1,200,938	—	100	58½
Sept. 30, 1869	35.0	—	8·8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	.....	.....	274,400	—	—	—	—	(Leased	to Hudso	n River.)	.....	.....	7	100	49½
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leas	ed to Vt	& Mass.	R. R.)	32,000	—	100	....
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	.....	.....	.....	swamped	.....	.....	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Apr. 30, 1870	1,038	—	....	....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106,245,978	*	5,591,000	654,530	33,762,300	107,907,300	.....	.....	1,038.0	.....	.....	.....	8,407,553	4,203,926	—	100	29½
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no	returns.]	.....	.....	.....	—	100	....
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	235,083	132,040	—	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,582,650	—	.....	.....	—	54,450	2,244,178	734,753	165,494	76,892	6	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	.....	.....	2,500,000	—	—	—	—	(Leased	by Vermo	nt Centra	l.)		8	100	106½
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,305	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,650,086	54,177,218	1,949,430	543,331	—	var	....
Sept. 30, 1870	69.3	10.8	9.0	—	15	7	10	228	Vermont and Massachusetts .Mass. & Vt.	3,465,944	*	.....	.....	2,860,000	750,000	199,627	.....	109.8	225,166	4,271,585	3,353,273	456,651	.....	—	100	75½
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased	to Rutlan	d.)			2	100	....
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian* .....Mississippi.	3,200,000	*	.....	.....	357,408	3,200,000	98 417	.....	140.0	.....	.....	.....	483,537	162,479	—	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee ¶ .....Virginia.	8,012,873	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	213.5	550,397	8,727,610	17,634,855	929,186	318,688	—	100	....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	by Del. La	c.&W'in.)	454,758	154,618	7	100	87½
Sept. 30, 1869	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	199,161	.....	.....	.....	225,000	85,000	.....	.....	10.3	[Operat	ed by Erie	.]	58,123	18,448	7	100	....
Dec. 31, 1868	7.0	—	....	—	...	...	...	....	Washington, Alex. & Georget. D. C. & Va.	.....	.....	(In ha	nds of r	eceiver.)	.....	.....	.....	7.0	.....	.....	.....	.....	.....	5	100	....
Dec 31, 1868	23.0	—	....	—	...	...	...	....	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	35.5	201,230	.....	.....	330,571	63,761	—	50	....
Sept. 30, 1868	—	—	....	93.0	...	...	...	....	West Shore Hudson River...New York.	619,446	.....	525,578	.....	526,700	612,300	6,024	.....	—	[In	progress.)	.....	.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by	State of	Georgia.)	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	.....	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	—	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland ¶.....Maryland.	2,550,000	*	.....	.....	750,000	1,800,000	.....	.....	46.0	.....	.....	.....	138,802	44,719	—	100	10
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.	.....	*	.....	.....	6,500,000	.....	36,000	.....	....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	—	78,814	.....	1,022,450	1,800,000	304,413	.....	—	(Leased	to Pennsy	lvania.)			—	50	81
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	.....	[No	w formin	g a divis	ion of th	e Milwau	kee and	St. Paul	—	No retu	rns for ye	ar.]			—	100	....
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	*	1,214,842	77,150	1,209,000	1,716,500	244,176	129,783	126.1	288,365	.....	.....	652,184	256,308	10	50	125
Aug. 31, 1869	94.0	—	....	86.0	...	...	...	....	West Wisconsin .....West Wisconsin.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	—	(Operat	ed during	construct'	n by M.&	St.Pa'l.)	—	100	....
Dec. 31, 1869	20.0	—	—	51.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.	.....	—	(No	return.)	.....	.....	.....	.....	20.0	13,430	90,746	159,099	14,663	7,147	—	100	....
Dec. 31, 1869	20.8	—	....	28.0	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	—	.....	.....	—	(Leased	to Boston,	Con.and M	ontreal.)	12,000	6	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(no	returns.)	.....	.....	.....	—	100	....
Aug. 31, 1869	148.0	—	3·8	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford. N.C.	3,600,000	*	.....	.....	1,200,000	2,000,000	400,000	.....	148.0	.....	.....	.....	139,261	82,375	—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta. N. C. & S. C.	[W & M.	RR. sold	Jan. 5, '70	$525,000.	5,000,000	—	.....	.....	—	[no	returns.]	.....	.....	.....	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8,286	.....	734,812	789,300	.....	.....	19.3	1,857	(Leased t	o Northern	Central.)		—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon ¶...N. Carolina.	3,076,968	*	11,662	184,126	1,463,775	1,484,665	272,624	.....	181.0	.....	.....	.....	550,935	80,873	—	100	....
Dec. 31, 1869	15.4	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	.....	.....	213,000	.....	.....	.....	—	(Recen't	y opened.)	1,254	.....	14,000	7	100	....
Dec. 31, 1868	38.1	—	....	—	...	...	...	....	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	276	Worcester and Nashua...N. Hampshire.	1,806,128	*	111,234	58,845	1,400,555	.....	3,801	170,079	45.7	260,726	4,701,816	7,193,226	452,547	156,860	10	100	142
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn.	393,535	—	.....	.....	317,050	.....	76,845	.....	—	(Le	ased to N	orthern C	entral.)		—	100	....
									CANALS, &c.																	
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal. Del. & Md.	3,208,019	—	641,532	112,080	1,983,563	2,089,400	—	—	13.6	—	—	—	493,210	342,827	6	50	72
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	.....	.....	60.0	(Leased	to Lehigh	Nav. Co.)	231,194	105,751	8	50	94
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal. Penn. & N.Y.	6,899,068	—	—	.....	15,000,000	3,169,476	.....	.....	108.0	—	—	—	110,610	.....	10	100	123½
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal. New Jersey.	4,647,683	—	—	.....	4,999,600	(See Ca	m. & A	mb. R.R.)	161.0	—	—	—	1,035,360	732,352	10	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	—	.....	64,000	899,759	662,246	.....	161.0	—	—	—	104,961	3,849	—	50	....
Oct. 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	.....	8,739,800	14,375,891	.....	.....	48.0	—	—	—	405,174	213,374	—	50	76
Feb. 9, 1869	152.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	.....	94,149	2,200,000	1,130,447	74,087	63,226	102.0	(5 p. c. o	n preferre	d stock.)	431,246	184,848	—	100	53
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	.....	4,300,000	1,961,000	—	—	354.0	—	—	—	735,303	258,436	—	50	44
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,279,185	238,996	.....	4,797,185	7,165,256	588,689	—	109.2	—	—	—	1,159,085	598,519	—	50	18
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal. Penn. & Md.	4,741,293	—	—	.....	2,002,746	2,632,310	195,232	—	45.0	—	—	—	167,435	81,714	—	50	20
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	.....	2,907,850	3,000,000	20,000	—	87.6	—	—	—	43,587	loss.	—	50	1½
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	—	.....	1,100,000	708,000	86,000	—	—	(Leased	to Pennsy	lvaia.)	.....	.....	—	50	13
31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	800,000	600,000	.....	—	—	—	—	—	124,895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.		$	$
Sept. 30,'70	7.25	94	14	Albany .....N.Y.	156,100	110,300	40,000	—	87,061	22,592	5.	100	100	....
Sept. 30,'70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31,'70	3.41	11	4	Allentown .....Pa.	30,118	30,500	—	—	12,733	1,886	—	100	100	....
Dec. 31,'68	31.00	479	73	Baltimore City..... Md.	.....	.....	.....	.....	480,046	.....	6.	100	100	24
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	38½
Sept. 30,'70	2.75	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	—	.....	—	100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	80,000	91	35,842	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,984	1115,653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn City,Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,448	168,955	24,058	—	100	100	....
Sept. 30,'70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	23,653	—	100	100	....
Sept. 30,'70	6.00	....	...	B'klyn Flatbh & Coney Isl.N.Y.	100,000	180,000	100,000	(Open	ed Oct. 1,	1870.)	—	100	100	....
Sept. 30,'70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—	—	—	—	100	100	....
Sept. 30,'70	4.50	....	...	Brooklyn & Rockaway Bh.N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,000	341,464	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn) .....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	...
Sept. 30,'70	27.43	—	—	Cambridge (Boston) .....Mass.	734,671	727,800	150,000	74	—	—	9.0	100	100	102¼
Sept. 30,'70	3.26	20	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000	—	18,738	5,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	....
Oct. 31,'70	7.25	250	50	Citizens'(10th&11th sts.)(Ph.)Pa.	207,264	192,750	—	—	251,773	76,780	36.3	50	19½	....
Oct. 31,'70	9.06	152	34	Citizens' (Pittsburg) .....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.83	210	18	Coney Island (Brooklyn) ..N.Y.	647,363	500,000	214,000	39,238	147,669	17,414	—	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock,E.B.&B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia ....N.Y.	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.75	....	...	East New York & JamaicaN.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31,'70	1.63	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	867	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31,'70	6.00	....	...	Elizabeth & Newark.....N.J.	224,749	200,000	—	24,738	34,986	11,129	5.5	100	100	....
Oct. 31,'70	2.27	19	5	Erie City. .....Pa.	32,291	19,807	20 296	—	16,143	—	—	50	9	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000	—	12,327	2,185	—	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	215,000	—	384,800	93,276	10.0	100	100	...
Oct. 31,'70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6 0	50	49½	45
Sept. 30,'70	3.25	26	6	Genesee & Water st. (Syr.).N.Y.	59,354	42,500	12,700	—	13,503	1,139	—	100	100	...
Nov.31,'70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	356,759	102,350	19.5	50	15	33½
Oct. 31,'70	5.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	—	—	161,905	37,685	6.0	50	17	45
Sept. 30,'70	9.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000	—	89,627	8,1 6	2.	100	100	....
Dec. 31,'70	7.25	200	42	Green and Coates st. (Phila.).Pa.	243,615	150,000	100,000	—	180,211	32,244	6.0	50	15	43
Sept. 30,'70	10.00	112	24	Harlm.Br.,Morr. & F'dham.N.Y.	260,682	114,010	134,000	4,000	74,945	7,894	—	100	100	....
Oct. 31,'70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	....
Oct. 31,'70	14.10	336	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	20⅝
Sept. 30,'70	3.56	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31,'70	5.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,785	9,201	—	25	10½	....
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100¼	36
Sept. 30,'70	11.75	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	20
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	30½
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	48	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	30
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	76½
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	78
Dec. 31,'70	3.40	....	...	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,962	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg.Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,19	1,920	1,920	—	100	100	....
Oct. 31,'70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	50,163	55,955	—	—	50	50	....
Dec. 31,'70	17.29	167	28	Orange and Newark .....N.J.	897,022	282,555	546,000	76,695	195,357	37,874	—	100	100	....
Dec. 31,'68	3.81	....	...	Passenger (Cin.) .....O	100,000	100,000	—	—	—	—	—	100	100	....
Nov.31,'70	9.60	30	15	Peoples' street (Scranton) ...Pa.	134,917	125,500	—	—	42,205	6,185	5.0	100	100	....
Dec. 31,'70	12.08	336	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,866	52,994	21.8	50	15	52
Dec. 31,'70	5.65	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	1 ,000	8,000	4.0	20	20	12
Dec. 31,'70	12.88	129	25	Phi'adelphia & Gray's Ferry.Pa.	299,126	285,307	6,500	—	116,645	26,109	—	50	25	31½
Oct. 31,'70	8.25	154	28	Pbg., Allegheny & Manchest.Pa.	144,202	140,000	23,000	—	144,003	41,254	11.4	50	35	....
Oct. 31,'70	6.00	100	17	Pittsburg and Birmingham..Pa.	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31,'70	8.00	50	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	12
Sept. 30,'70	10.00	72	20	Rochester and Brighton ...N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Dec. 31,'70	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,959,777	888,100	1,100,000	—	570,583	93,991	2.	100	100	...
Dec. 31,'70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300	—	504,136	109,959	10.0	50	30	62½
Dec. 31,'70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119,822	160,000	—	—	111,446	17,883	12.5	50	16	21
Sept. 30,'70	8.38	680	82	Sixth Avenue (N.Y. City)..N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,026	10.	100	100	125
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	...
Sept. 30,'70	6.45	280	43	South Boston .....Mass.	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	73
Sept. 30,'70	7.25	280	43	South Brooklyn & Park....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	15,729	6,290	3½	100	100	....
Sept 30,'70	5.86	10	4	Syracuse and Onondaga ...N.Y.	38,600	37,000	—	—	11,737	2,004	2½	100	100	....
Oct. 31,'69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'70	18.00	1507	219	Third Avenue (N. Y. City).N.Y.	2,925,109	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	197½
Dec. 31,'70	7.60	180	31	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	215,078	62,061	5.5	50	50	22¾
Dec. 31,'70	3.60	....	...	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,960	1,673	14,044	2,054	—	100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	85,000	72,100	154,495	10,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	leas. t	oTroy&	Lansb.	—	100	100	....
Dec. 31,'70	27.00	537	96	Union (Phila.).....Pa.	804,213	400,000	300,000	—	497,452	115,013	6.0	50	20	43
Sept. 30,'70	—	514	84	Union (Boston) .....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	100
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham.N.Y.	311,239	121,400	200,000	1,800	101,853	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	19,250	2,458	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'70	15.50	162	31	Waterviiet (Albany) .....N.Y.	317,279	240,000	130,000	—	107,889	19,991	6	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31,'70	13.50	402	65	West Philadelphia.....Pa.	556,938	400,000	100,000	—	376,444	57,813	10.0	50	50	68
Dec. 31,'70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	27.714	785	—	50	50	....
Oct. 31,'70	2.40	13	8	Williamsport .....Pa.	38 580	15,600	5,000	41,489	9,530	—	—	25	25	....
Oct 31,'70	2.25	—	—	Winnisimmet (Boston)....Mass.	62,152	52,900	—	—	8,600	3,010	4	100	100	18
Oct. 31,'70	3.55	40	16	Worcester .....Mass.	46,205	40,000	20,000	8,036	17,487	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany:					
1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn):					
1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue:					
1st Mortgage.....1,	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.:					
1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J.& J.	1882	...
Bklyn City, Hun.Pt.& P.P.:					
1st Mortgage.....	379,000	7	M&N	1878	....
Brooklyn and Jamaica:					
1st Mortgage.....	800,000	7	J.& J.	1890	....
Brooklyn City & Newtown:					
1st Mortgage.....	200,000	7	J.& J	1875	....
Brooklyn & Rockaway B'ch:					
1st Mortgage.....	84,500	7	J.& J.	18—	....
Buffalo street:					
1st Mortgage.....	341,500	7	J.&D.	1881	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1883	92¾
Central Park, N. & E.River:					
1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island and Brooklyn:					
1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E.Bdw. & Battery:					
1st Mortgage.....	700,000	7	J.& J.	18 -	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.):					
1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	65,000	7	var.	var.	....
Frankford and Southwark:					
1st Mortgage.....	187,500	7	J.& J.	1877	....
Germantown:					
1st Mortgage.....	250,000	7	J.& J.	1877	....
2d mortgage	250,000	7	J.& J.	1884	....
Green and Coates (Phila.):					
1st Mortgage.....	100,000	7	J.& J.	1878	85¼
Grand st. and Newtown:					
1st Mortgage.....	90,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.:					
1st Mortgage.....	136,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage.....	25,900	7	J.& J.	1874	88
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	J.& J	1883	75
Lynn and Boston:					
1st Mortgage sinking fund	50,000	7	J.& J.	1886	74¾
Malden and Melrose:					
1st Mortgage, guaranteed.	45,872	6	A.&O	1880	....
Middlesex (Boston					
1st Mortgage sinking fund	100,000	6	J.&D.	1884	87
Ninth Avenue (N. Y.):					
1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark:					
1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R...	300,000	6	J.& J.	1883	...
Philadelphia City:					
1st Mortgage.....	200,000	6	J.& J.	1881	85
Philadelphia and Darby:					
1st Mortgage.....	57,000	7	M&N	1887	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage.....	23,000	7	A.&O	1874	....
Quincy:					
Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk:					
1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem:					
1st Mortgage.....	35,600	6	J.& J	18—	....
Second Avenue (N. Y.)					
1st Mortgage.....1,	100,000	7	J.& J.	1877	....
Second and Third st. (Ph.)					
1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&O	1876	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	250,000	7	J.&D	1877	....
Syracuse and Geddes:					
1st Mortgage.....	25,000	7	J.& J	18—	....
Third Avenue (N. Y.):					
1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	7	J.& J.	—	...
Troy and Lansingburg:					
1st Mortgage.....	85,000	7	A.&O	1879	...
Union (Boston):					
Real estate mortgages....	105,000	6	var.	var.	...
Union (Phila.):					
1st Mortgage.....	300,000	7	J.& J.	1885	....
Utica, Clinton & Bingham.					
1st Mortgage.....	200,000	7	J.& J.	1887	....
Waterviiet:					
1st Mortgage.....	130,000	7	J.& J.	1882	....
West Hoboken:					
1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia:					
1st Mortgage.....	100,000	7	J.&D.	1878	90
Worcester:					
1st Mortgage.....	20,000	6	A.&O	1873	....

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,019,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	96
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	...
Cheshire, preferred	2,017,815	7	3	85½
Chicago and Alton, pref.	2,425,400	7	10	123½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	...
Chicago and Northwestern, pref.	20,370,293	7	7	90½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	94
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	90
Erie, preferred	8,536,910	7	7	57
Evansville and Crawfordsville pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.	5,078,224	...	...	87
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	105½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	25
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	....
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	87½
" " 2d pref.	4,051,744	6	...	30
Manchester and Lawrence*	1,000,000	...	9	9
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	....
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	80
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	129½
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	107
Ohio and Mississippi, pref.	3,500,000	7	7	77½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,000	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,500	...	7	....
Rutland, preferred	.....	7	7	88
St. Louis, Alton and T. H., pref.	2,040,000	7	7	56
Sandusky and Cincinnati, pref.	445,516	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	32
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8*	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	125
Schuylkill Navigation, pref.	2,888,997	6	6	35½
Union, preferred	.....	6	...	2
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774,400	7	7	6½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 ..... per ton	30 — @ 34 —
Pig, American, No. 1	35 — @ — —
Pig, American, No. 2	32 — @ — —
Pig, American, Forge	31 — @ 32 —
Bar, Refined, English and American	72 — @ 73 —
Bar, Swedes, assorted sizes ..... (gold)	85 — @100 —
	—Store Prices.—
Bar, Swedes, ordinary sizes	105 — @115 —
Bar, Refined	75 — @ — —
Bar, Common	82 50 @ — —
Scroll	95 — @125 —
Ovals and Half-round	95 — @120 —
Band	90 — @ 95 —
Horse Shoe	95 — @100 —
Rods, ⅜@3-16 inch	82 50 @120 —
Hoop	100 — @140 —
Nail Rod ..... per lb.	— — @ — 6¾
Sheet, Russia, as to No.'s ..... (gold)	— 12½@ — 12¾
Sheet, Single D. and T. Common	— 4½@ — 5½
Rails, English ..... (gold) ..... per ton.	57 — @ — —
Rails, American, at Works in Penna..c'y.	70 — @ 72 —
Anvils, (Eagle) ..... per lb currency.	— 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast..(2d and 1st quality). per lb.	— 15 @ — 18
English Spring (2d and 1st quality)	— 7 @ — 10
English Blister (2d and 1st quality)	— 10 @ — 17
English Machinery	— 11½@ — 14
English German (2d and 1st quality)	— 12 @ — 14
American Blister "Black Diamond"	— — @ — 12
American, Cast, Tool, do.	— 15 @ — 16
American, Spring, do.	— 9 @ — 11
American Machinery do.	— 10 @ — 11
American German do.	— 9 @ — 11

NAILS—Duty: Cut, 1¼; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d ..... per 100 lb	4 25 @ — —
Cut Spikes, all sizes	4 50 @ — —
Clinch	5 75 @ 6 25
Horse Shoe, Forged (No. 10 to 5) ..... per lb.	— 19 @ — 31
Copper	— 36 @ — 38

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca ..... (gold). per lb.	— — @ — 40
Straits ..... (gold).	— 34¾@ — 35
English ..... (gold).	— — @ — 34½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal .... per box.	8 62½@ 9 —	10 25 @ 10 75
I. C. Coke	7 50 @ 8 50	9 — @ 10 —
Coke Terne	6 25 @ 7 50	7 25 @ 9 —
Charcoal Terne	8 — @ 8 50	9 50 @ 10 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..per gall.	— 14¾@ — 15
Crude, 40 @ 47 gravity (in shipping order)	— 19 @ — 19½
Refined, Standard White (in ship'g order).	— 26 @ — 26½
Refined, prime White (in shipping order).	— — @ — 27
Refined, S. W. (in jobbing lots)	— 29 @ — —
Refined, S. W. (in tin)	— 29 @ — 31
Naptha, Refined, (65 @ 73 gravity)	— 9½@ — 10½
Residuum ..... per bbl.	4 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.)

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 .....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending July 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12
Canton Co.	....	....	....	....	....	....
Central Pacific 6s	100	99⅞	99⅝	99⅝	99⅝	....
Central of N. Jersey	112	107½	106¾	....	104	....
Chicago & Alton	120	....	120¼	121	....	120¾
" pref.	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F.	....	101	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	73¾	73¼	73¼	72½	72	72½
" pref.	92½	....	91½	90¾	90⅝	90⅝
" 1st M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	109	108½	108½	107⅞	106⅝	106⅞
Chi., R. I. & Pa. 7s, 1896	100½	....	100½	....	100½	100⅞
Clev., Col., C. and Ind.	90	90	90½	90½	90	90½
Clev. and Pittsburg	118	118	....	118½	118½	118
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	20	....	....	19½	....	19
" 1 M.	....	....	....	87⅞	....	87½
" 2 M.	....	....	71	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	121	....	122½	123½	123½	....
Del. Lack. & Western	106	106½	....	108	....	....
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	90½
Erie Railway	27⅞	27⅞	....	27½	28½	28½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	89	....	89	89	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	85½	....	....	....	85⅞	86
Hannibal & St. Joseph	....	....	81½	79½	....	....
" pref.	87	87	....	....	....	....
" 8s, conv.	....	104	....	....	....	103½
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	103	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	139	....	....	137	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	110½	110½	109⅝	109⅝	108½	108⅝
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	9	....
Michigan Central	....	121	....	....	120½	....
" S.F. 8s, 1882	....	....	....	....	....	....
M. S and N. I, 1 M. S. F.	102	102	....	102	101⅞	101⅞
" 2 M.	....	....	....	....	....	97
Mariposa Mining Co.	....	4	....	....	....	....
" pref.	5⅞	5⅞	5⅞	5⅞	6	6½
" Tr. 10s ctfs.	23	....	....	....	24½	24⅞
Milw. and St. Paul	61	....	60½	59⅞	59⅞	59⅞
" pref.	....	....	80⅞	80⅞	80	80
" 1st mort.	....	....	92½	....	....	92
" 2d mort.	....	....	....	....	89	....
" 8s	....	....	108½	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	95½	95½	96	96⅞	97½	97⅞
" H. & St. J. 1s.	93½	....	96	95½	95½	....
Morris and Essex	93	93	93	93	93	92½
" 1st mort.	104	....	....	....	....	....
" 2d mort.	100	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s, S.F. 1883	91⅞	....	....	....	92	92
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	97⅞	....	96⅝	96⅝	....	96½
" certificates.	92⅞	....	92	92	91	91
N. York and Harlem	127	127½	128	128½	128	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873.	102	....	102	....	....	....
N. Carolina 6s, old	....	....	47	....	....	46
" new	27	....	....	....	....	....
Ohio and Miss.	47	45⅞	44½	43⅞	44⅞	....
" pref.	77½	....	78	77⅞	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	42⅞	....	43½	....	43⅝	43⅝
Panama	51½	....	51½	....	....	50
Phila. and Reading	112½	111½	111½	111½	110⅞	....
Pitts., Ft. W. & Chi. gtd.	100	....	100½	....	100½	100
" 1 M.	....	....	....	....	....	....
" 2 M.	99	99	99½	99	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	12	....	12	....	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	99	....
" 2 M. pref.	86½	86½	....	....	87	....
" Income bds.	....	....	78	....	78	....
Tennessee 6s, old	72½	....	....	71½	71½	71⅞
" new	71½	....	71⅞	71½	71½	....
Tol., Wab. & Western	59½	59½	....	57⅞	57⅞	....
" pref.	82	....	....	....	....	....
" 1 M.	96½	....	....	....	....	....
" 2 M.	90⅞	....	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	....	89⅞	....	89⅞	....	....
Union Pacific	31	31½	....	30½	29⅞	....
" 1st mort.	89½	89	89	89	88½	88½
" L. Gt. 7s	....	84⅞	84⅞	....	....	....
" Inc. 10s	83½	....	....	....	....	....
Virginia 6s, old	....	65½	....	66½	....	....
" new	73	....	....	....	....	72⅞

New York Stock Exchange.

Actual Sale Prices for the week ending July 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	112½	112¾	112½	112½	112	....
U. S. 5s, 10-40s, reg	111½	....	....	....	....	....
U. S. 6s, 1881, reg	....	....	....	....	....	....
U. S. 6s, 1881, coup	115¾	....	115¼	115¼	115½	115
U. S. 6s, '81, O.W.L.	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	114	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	115½	....	115¼	....	....	....
U. S. 6s, 5-20s, reg. '64	..	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	..	....	....	114¾	113½	113½
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	114½	114¼	114⅜	....	113½	113½
U. S. 6s, 5-20s, r. n. '65	113½	....	....	112¾	....	112¾
U. S. 6s, 5-20s, c. n. '65	113½	112¾	112¾	112½	112⅜	112¾
U. S. 6s, 5-20s, reg. '67	113½	....	112¼	....	....	112⅜
U. S. 6s, 5-20s, c. 1867	113⅜	112⅞	112¾	....	112½	112½
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	113⅜	....	113½	....	....	....
U. S. 6s, Pac.R.R.issue	115½	115	114¾	114½	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 11.

	W.5.	Th.6.	F.7.	Sat.8.	M.10.	Tu.11
Catawissa	....	....	....	....	....	....
.. preferred	....	....	....	....	....	....
Camden and Amboy	127⅞	127¾	128	....	128	128
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	....	....	88⅜	....
.. mort. 6s, '89	95½	96	95½	95½	96	96
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	92	....	....	....	....	....
Lehigh Navigation	38½	38½	38½	38¼	....	38
.. 6s, 1884	....	....	87	....	....	....
.. Gold L.	90	90	90	....	90	90½
.. R. R. L.	....	....	92	....	....	92
.. Conv. L.	....	....	....	....	....	....
Lehigh Valley R. R.	60	60½	60½	60½	....	60½
.. 6s new coup	....	....	95½	....	....	95
.. 6s new reg.	....	....	....	....	....	97
Little Schuylkill R.R.	....	45½	....	45⅞	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
.. pref.	125	....	....	....	....	....
.. 1st mort	....	....	....	....	....	91½
North Pennsylvania	48¾	....	....	....	....	....
.. 6s, 1880	....	....	....	....	....	99
.. 7s	98½	....	....	....	....	98¾
.. 10s, 1887	....	....	....	....	....	....
Northern Central	40½	....	....	40½	....	....
Oil Creek & Alleg. Riv.	49½	49½	49⅞	49⅞	49¾	49⅞
.. 7s	....	86	....	85⅞	86	
Pennsylvania R. R.	60⅞	61½	61½	61½	61	61
.. 1st M.	101	....	101	101	....	....
.. 2d M.	99½	....	....	99½	99½	....
.. Gen. mort.	....	....	....	....	....	....
.. .. reg.	95½	95½	95½	95½	95¾	....
Penn. State, 6s. 1st series	....	....	....	100	....	....
.. 6s, 2d series	104	103½	....	....	....	....
.. 6s, 3d series	106	....	....	....	....	....
.. 6s, W L.	....	....	....	....	....	....
Philadelphia City, 6s	99¾	99½	99½	99¾	99¾	99¾
.. new	100½	100⅜	100½	100½	100⅜	100⅜
Philad., Germ. & Nor.	85½	....	85¾	85½	....	....
Phila. & Reading	55½	56	55¾	55⅜	55½	55½
Philadelphia and Erie	....	....	....	....	....	28
.. 6s	....	....	92¾	....	....	92¾
.. 7s	88¾	88¾	....	....	88½	88¾
Schuylkill Navigation	....	....	....	....	....	....
.. pref.	18½	....	....	17¾	....	....
.. 6s, 1882	80	79⅞	79⅞	....	79⅞	79¾
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 11.

	W.5.	Th.6.	F.7.	Sat.8.	M.10.	Tu.11
Baltimore City 6s, 1875	....	....	....	99¾	....	99¾
.. 1886	....	....	....	....	....	....
.. 1890	98⅞	98½	98¾	98⅜	98⅜	98⅜
.. 1884	....	....	....	....	....	....
.. 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	....	96½	96	....
Marietta & Cin. 1st M.	98	98	98	98	....	98½
.. 2d M.	84⅞	....	84⅞	84⅞	84⅞	....
Northern Central	40½	....	....	40¾	....	....
.. bonds, 1885	....	....	....	....	91½	....
.. .. 1900	90½	....	....	....	91	90
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
City Passenger R R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending July 12.

	Th.6.	F.7	Sat.8.	M.10.	Tu.11.	W.12
Boston and Albany	152¾	152½	151⅜	151½	151¼	150⅜
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	147	....	....	....	....	147
Boston and Providence	146	....	....	....	146½	147½
Boston, Hartford & Erie	2½	2⅜	....	....	....	2
.. 7s, new	26½	26½	26⅜	26¾	28	29
Cheshire, pref.	86	85¾	....	....	....	....
Concord	76½	....	....	....	....	76½
Connecticut River	145½	....	145½	....	....	145
Eastern	121¾	121¾	121¾	....	....	121½
Fitchburg	136	....	....	....	....	137½
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	121⅞	....	121¼	120¾	120⅞	120⅝
Northern, N. H.	....	....	....	....	....	....
Ogdens. & Lake Champ	88½	....	88	....	89	88⅞
.. pref.	....	....	107	107	....	107
Old Colony & Newport	103	103½	104	104¾	105	
Ph., Wil. & Baltimore	55	....	55	....	55	54⅞
Portl'd, Saco & Ports.	....	....	....	....	....	....
Union Pacific	31	....	....	....	29¾	....
" 6s	....	....	89	88½	88½	88
" Land Grant 7s	....	....	....	....	83	81½
" Income 10s	....	....	....	80⅜	....	....
Vermont & Canada	100⅞	101	100¾	....	100¾	100¾
Vermont & Mass.	....	....	75½	....	....	....
South Boston (Horse)	....	....	....	....	73	73
Cambridge	....	....	....	....	....	....
Metropolitan	....	....	74	74½	74¾	76½
Middlesex	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls	9¼	....	10	....	9½	9½
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewable	....	....	....	....	....	....
Quincy	29½	....	30	30	....	

London Stock Exchange.

	—Closing Prices.— June 30.	June 23.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	83 — 88	83 — 88
Do. do., 2d mort., 1881	73 — 78	73 — 78
Do. Penn., 1st mort., 1877	83 — 88	83 — 88
Do. do., 2d mort., 1882	73 — 78	73 — 78
Do. Consol. 7 per cent. mort. 1890	41 — 42	40½ — 41
Detroit and Milwaukee 1st mort. 7s	69 — 71	69 — 71
Do. 2d mort. 8 p. c.	69 — 72	69 — 72
Erie shares 100 dol. all paid	23½ — 23¾	23½ — 24
Do. sterlg. 6 p. c. convertible bonds	64 — 66	64 — 66
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	99 —101	99 —100
Do. 100 dol. shares, all paid	108½—109½	108 —109
Panama General mort. 7s, 1897	78 — 82	78 — 82
Penn. R. R. bonds, 2d mort. 6 per ct.	98 —100	98 —100
Do. General mort. 6 p. c. 1910	94½— 95	94½— 95
Do. $50 shares	50 — 52	50 — 52
Philadelphia and Erie 1st mort. 1881.	94 — 96	94 — 96
Do. with option to be paid in Phila.	94 — 96	94 — 96

American Railroad Journal.

Saturday, July 15, 1871.

Stock Exchange and Money Market.

Money has been in liberal supply all through the week, and though the demand for speculative and mercantile purposes, particularly the latter, has been somewhat brisker, rates have been comparatively steady at from 3@5 mainly 3@4 per cent., on call and at 4@7, chiefly 4½@6 per cent. per annum on very choice to good business credits. The loan and discount movement through the week has been a very uniform one, with no perceptible pressure for accommodation on any day. The wants of all responsible borrowers have been readily provided for, on the basis of the quoted figures. The chief increase of activity has been in the discount line, which however has had but little effect on the reserves of the city banks. The lawful money reserve of the banks shows a decrease, while the Sub-Treasury office reports a handsome increase in its currency balance, with a moderate gain in its specie hoard. The city banks, last week, reported a gain of $2,199,323 of specie, a loss of $1,372,003 of legal tender notes, and an increase of $2,998,860 of deposits. They increased their loan and discount averages $2,840,618 and reduced their circulation $82,585. The city bank exchanges, last week, averaged $71,469,835; and thus far, this week, 87 millions daily. The banks now hold $18,999,743 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking Act. The U. S. Sub-Treasury office in this city reported a gain of $212,789 of specie and of $1,404,960 of currency, as the result of the week's business. The receipts of the office were $6,339,212 in coin, and $6,115,399 in currency; payments, $6,126,423 in coin, and $4,710,440 in currency. The office received $2,178,114 in coin or its equivalent, from customs; and disbursed $3,702,576 of coin interest.

The specie reserve of the city banks according to the latest return is $19,445,774, against $35,734,434 same time last year. The city bank deposits are now $251,307,553 against $219,725,468 week ending July 9, 1870. The legal tender reserve amounts to $69,976,825 against $53,348,970 same time last year. The circulation now stands at $30,411,872, against $33,100,357 same time last year. The loans are now $299,078,577, against $277,783,427 at this date last year.

The U. S. Sub-Treasurer retired, last week, $2,054,114 of coin certificates, received for customs.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of $4,916,108 in currency, and $56,527,335 in coin against a balance a week previous of $2,707,842 currency, and $55,436,122 coin.

Government revenues have been yielding quite liberally, since our last. The excises yielded last week over four millions. The customs at the port of New York, last week were $2,178,114; and at the outports, equal to about $725,000 more, all in coin, or coin certificates.

The Gold speculation has been decidedly less confident since our last, with a less firm foreign exchange market, and a lighter export movement. The customs call has been on a moderate scale. The supply of Gold, available for prompt delivery, has been more liberal. The range of the price, during the week, has been from 112¼@113⅛, and the closing quotation on Wednesday was 112½ against 113½ the preceding Wednesday. The outflow, last week, was $1,710,666; and on Tuesday of this week, $514,500; and on Wednesday, $468,000. The Gold Exchange Bank clearances have been as follows: July 6, $54,746,000; July 7, $47,605,000; July 8, $56,954,000; July 10, $42,189,000; July 11, $51,610,000; July 12, $41,189,000.

The coin balance of the Treasury Department on Tuesday morning was $89,097,000. The outstanding gold certificates amounted to $21,794,000.

The customs at this port on Wednesday were $420,000.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from Jan. 1, to July 10, 1871, $53,551,401, against $53,376,290 same time in 1870.

The export drain was $1,710,666 last week, against $997,886, same week preceding year. The shipments since January 1. 1871, have been $46,441,084, against $18,185,566 same time in 1870.

The customs demand for Gold last week, averaged $435,423 a day; thus far, this week, it has averaged $440,000 a day, or equal to a weekly aggregate of $2,640,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $33,973 and since Jan. 1,

1871, have been $3,219,930 against $7,232,251 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been $79,096,345 against $71,920,798 same time in 1870.

Foreign Exchange has been in better supply and quoted a fraction cheaper, with a very moderate inquiry noted at the reduced figures. Bankers' sixty day bills on London closed on Wednesday at 110¼@110⅜; sight bills on London, 110¾@111⅞.

The produce exports from this port, week ending with July 10, were to the currency value of $4,903,228.

Government securities have been in less demand, and prices have been quoted lower, influenced, mainly, by the decline in Gold. The offerings of all issues, however, have been very moderate at the reduced figures. The latest dealings showed rather more steadiness.

Under the official programme of the Treasury Department for July, Government will sell Gold during the month, as follows: Thursday, July 13, one million; Thursday, July 20, one million; Thursday, July 27, one million. And buy in, Five Twenty Bonds as follows: Wednesday, July 12, one million; Wednesday, July 19, one million; Wednesday, July 26, one million.

On Wednesday, Government bought in a million of Five-Twenties at 112 20@112 27, ex-interest, including $989,950 from Messrs. Jay Cooke & Co., at 122 27. The amount of bonds offered was $3,161,900.

U. S. sixes of 1881 closed here on Wednesday of the current week at 114⅞@115; U. S. Five-Twenties of 1862, 114½@11¾; U. S. Five-Twenties of 1864 at 113½@113⅝; U. S. Five-Twenties of 1865, 113⅞@114⅛; U. S. Five-Twenties of 1865 consolidated, 112⅜@112½; U. S. Five Twenties of 1867, 112⅜@112½; U. S. Five-Twenties of 1868, 112½@112⅝; U. S. Ten-forties at 112¼@112½; U. S. Six per cent. currency bonds, 114@114½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 28.	July 5.	July 12.
Consols	92 3/16	92	93¾
U.S. 5-20's of 1862	91	91⅞	92⅜
U. S. 5-20s, 1855	90⅝	91½	91¾
" 1867	90 1/16	90⅜	90¾
" 10-40s	88¾	89¾	90½
Erie	24½	23½	——

State bonds have been in fair demand at pretty well supported prices.

Railway bonds have been moderately active and generally firm in price. Central Pacific Sixes closed at 99⅜@99⅝, ex the July coupon of three per cent. in coin. The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds have been selling quite freely at 92 per cent. and accrued interest. Union Pacific Sixes closed at 89½@89¾.

Business in Railway and miscellaneous share property has been comparatively slow and spiritless, particularly on speculative account, and prices have been depressed and irregular though closing more firmly. President John F. Tracy, of the Chicago, Rock Island and Pacific Railroad Company on Monday notified the Stock Exchange that twenty thousand new shares of that stock will be issued thirty days hence, to facilitate the completion and better equipping of the Chicago and Southwestern Railroad, and to extend the Washington branch of the company's road to the town of Sigourney, Iowa—some thirty miles; as well as for other purposes.

General business has shown but a moderate degree of animation, with some irregularity in values. Breadstuffs, Cotton, and Petroleum closed less firmly. Provisions, steadier; Naval Stores, stronger. Middling upland cotton closed on Wednesday at 20⅞ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,906,071 bales, against 3,801,474 bales same time last year; exports 3,081,209 bales, against 2,122,739 bales same time last year; stock at the ports at latest dates, 198,851 bales, against 146,399 bales same date 1870.

At the Live Stock Markets, Beeves continue in very moderate demand at from 8@13 cts; Veal Calves, at 4@10½ cts; Sheep at 4@6¾ cts; Lambs at 8@10½ cts; Swine, 5¼@5⅜ cts per lb., all live weight. The week's receipts were 7,953 Beeves, 3,311 Veal Calves, 26,822 Sheep and Lambs; and 26,134 Swine.

Foreign goods have been in limited request as a rule, at about former prices. The week's imports of foreign goods reached $6,696,248, including $1,485,468 of dry goods.

Ocean freights continue generally quiet with less firmness in rates.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 6s, 86; South Carolina 6s, new Jan. and July, 59; North Carolina 6s, special tax, 20½; N. Y. State 7s, B. L., reg., 108⅛; Ohio 6s, 1881, 102⅛; Connecticut 6s, 100⅝; California 7s, 111; Albany and Susquehanna R. R., 94¾; do., 2d mort., 95; South Side R. R., 73½; New York and New Haven R. R., 155; Hartford and New Haven R. R., 170¼; Atlantic and Pacific pref., 35; Quincy and Toledo 1st mort., 85¾; North Missouri 1st mort., 86; New York and Harlem 2d mort., 93½; Galena and Chicago 1st mort., 102½; do. 2d mort., 98; Chicago and Northwestern Int. bonds, 92½; do., consol. bonds, 93½; Toledo, Peoria and Warsaw 1st mort., W. D., 89½; do. E. D., 89; Cedar Falls and Minn. 1st mort., 85; Central of New Jersey new bonds, 104; Buffalo, New York and Erie 1st mort., 93; Toledo, Wabash and Western consol. bonds, 89; St. Louis and Iron Mt. 1st mort., 94¾; St. Louis, Jacksonville and Chicago 1st mort., 94; Maryland Coal, 30¼; Spring Mt. Coal, 74; Consol. Coal of Md., 42; Cumberland Coal and Iron, 42; Quicksilver pref., 20½; Brooklyn 6s, W. L., 93; Adams Exp., 81; Am. Mer. Union Exp., 53; Wells-Fargo Exp., 50; Western Union Telegraph, 58⅛; Black Hawk gold, 0.30; Grass Valley gold, 0.10; La Crosse gold, 0.20.

Philadelphia.—Huntingdon and Broad Top Mt. R. R., 10; do., pref., 12½; do., 1st mort., 100½; do., consol. bonds, 47; Penn. and New York Canal 7s, 96½; Nesquehoning R. R., 55; Wilmington and Reading 7s, 97; Perkiomen R. R. bonds, 81; Delaware Division Canal, 47; West Jersey 6s, 91½; New Jersey State 6s, free, 104; Fulton Coal, 5½; Western Md. Coal, 65. The latest quotations are: City 6s, 99¾@100; do. free of tax, 100⅝@100¾; State 5s, coupon, 100@101; do. 6s, W. L., 100@101; do. 1st series, 100@101; do. 2d series, 103@104; do. 3d series, 105½@106; Reading, 55⅝@55⅝; do. 7s, 1893, 104@105; do. mort. 6s, 1880, 93¼@95; Camden and Amboy, 129¼@129½; do. mort. 6s, 1889, 95¾@96; do. 1883, 92@93; do. 1889, 88¾@89½; Pennsylvania R. R., 61⅛@61¼; do. 1st mort., 100¾@101; do. 2d mort., 99@99½; do. General mort. coupon, 93½@94; do. reg., 95½@96; Little Schuylkill R. R., 45⅜@46; Morris Canal, 51@53; do. pref., 124@125; do. 6s, 91@91½; Susquehanna Canal, 9@11; do. 6s, 57½@—; Schuylkill Nav., 8¾@—; do. pref., 17¾@18; do. 6s, 1882, 80@80½; Elmira and Williamsport pref., 43½@45; do. 7s, 1873, 92½@—; do. 5s, 62@—; Lehigh Coal and Navigation, 38@38¼; do. 6s, 1884, 87@88; do. R. R. Loan, 92¼@92½; do. Gold Loan, 90@90¼; North Pennsylvania, 49½@49½; do. 6s, 98½@100; do., 7s, 98@100; do. Chattle 10s, 112@112; Philadelphia and Erie, 28@28¼; do. 6s, 92½@93; Minehill, 52½@—; Catawissa, 21@21¾; do. pref., 47½@48; Lehigh Valley, 60¼@60⅜; do. 6s, 97@97; Fifth and Sixth streets, (horse,)42@45; Second and Third, 62@62½; Thirteenth and Fifteenth, 22¾@23; Spruce and Pine, 30@31; Green and Coates, 43½—; Chestnut and Walnut, 51@52; Hestonville, 20@21; Union, 60@—; Germantown, 32½@35.

Boston.—Androscoggin and Kennebec 6s, 1891, 86; Salem and Lowell 6s, 1878, 93; Dixon, Peoria and Hannibal 8s, 1889, 97¾; Leavenworth, Lawrence and Galveston 1st mort. 10s, 99; Cincinnati, Sandusky and Cleveland R. R., 22½; do. 1st mort. 6s, 1900, 77⅜; do. 7s, 1890, 88⅜; Kalamazoo, Allegan and Grand Rapids 8s, 1888, 95⅛; Vermont Central 1st mort., 87¼; do. 2d mort., 43½; Cheshire 6s, 1877, 94⅞; Iowa Central 7s, 91; Jackson, Lansing and Saginaw 8s, 1885, 99¼; Grand River Valley 2d mort. 8s, 1879, 103¼; Vermont Central and Vermont and Canada 8s, 1879, 102¼; Stanstead, Shefford and Chambly 7s, 84; Central Pacific 7s, 1883, 99½; Essex R. R. 6s, 1876, guar., 95¼; Burlington, Cedar Rapids and Minnesota 7s, 88¾; Burlington and Missouri River R. R. 8s, in Nebraska, 97¼; New Orleans, Mobile and Texas R. R. 8s, 90; Indianapolis and Cincinnati R. R., 5¾; Portsmouth, Gt. Falls and Conway R. R., 112; Rutland pref., 88; do. 7s, new, 85½; Norwich and Worcester R. R., 115; Conn. and Pass. Rivers pref., 94; Boston and Lowell R. R., old, 134¼; Vermont Central, old, 87½c.; Atchison, Topeka and Santa Fe R. R., 85; Boston Water Power Co., 39¼; Cary Imp., 16¾; Chicago Union Stock Yards, 125¼; New Hampshire 6s, 100; Maine 6s, 1889, 101¼; Boston 6s, 1877, currency, 101¼; do. 5s, 1882, gold, 98; Cambridge 5s, 1877, 93; do. 1882, 90⅛; do. 6s, 1881, 101; Charlestown 6, 1876, 100; Newcastle, Me., 6s, 1898, 89½; St. Louis County 6s, 1873, 99¾; do. 1889, 100½; Roxbury 5s, 1880, 91½; do. 1877, 93¼; Chicago 7s, 100¾; Hartford, Ct., 6s, 1875, 98¾; do. 1893, 99; Allouez Mining Co., 4¾; Hancock, 2¼.

Baltimore.—Maryland Defense bonds, 104⅝; Virginia 6s, old, reg., 55½; do. coupon, 66; do. 6s, 1867, coupon, 69⅛; Baltimore City 5s, 82; N. W. Va. 2d mort. 6s, 98; Northern Central bonds, 1900, gold, 90½; Orange and Alexandria 4th mort. 8s, 80; Pittsburg and Connellsville bonds, 94; Richmond and Danville bonds, 78½; Marietta and Cincinnati 3d mort. 8s, 79; Orange, Alex. and Manassas bonds, 79; Western Maryland 2d mort. pref., 60; Wilmington and Weldon bonds, 90.

The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94@94¼; Baltimore and Ohio, 145@148; do. 6s, 1875, 95½@96; do. 1880, 95@—; do. 1885, 96@96¼; Northern Central, 40½@40¾; do. 6s, 1885, 91¾@93; do. 1900, 89@90; do. 6s, 1900, gold, 90⅜@90½; N. W. Va. 1st mort., 98@99; do. 2d mort., 98@98½; do. 3d mort., 1885, —@98; Marietta and Cincinnati 7s, 1892, 98@99; do. 2d mort., 84⅞@85; do. 3d mort., 78⅞@79; Central Ohio, 29½@32; do. 1st mort., 86½@88; Western Md. 1st mort. 6s, 1890, 80@80; do. guar. by Baltimore City, 90@—; do. 2d mort. guar., 90@92; do. 2d mort. pref., 60@—; do. 6s, guar. by Washington Co., 83@87; Richmond and Danville bonds, 78⅜@79; Orange and Alexandria 1st mort. 6s, 87½@91; do. 2d mort. 6s, 79@80; do. 3d mort. 8s, 84½@86; do. 4th mort. 8s, 80@82; Orange, Alex. and Manassas 7s, 79¼@79½; Virginia and Tennessee 8s, 84@86; do. 6s, 1st mort., 87@90; do. 6s, 2d mort., 77@80; Baltimore 6s, 1875, 99¾@100; do. 1884, 98⅛@98¾; do. 1886, 99@—; do. 1890, 98½@98¾; do. 1893, 98⅝@99; do. 1900, 98¼@98¾; do. 5s, 1838-'70, 81@82; Memphis City 6s, 55½@56; Maryland Defense Loan, 1883, 104¼@104¾; City Passenger R. R., 22⅝@24; George's Creek Coal, 70@77; Baltimore Copper, 0.50@1.00; Santa Clara 1@1.00; Atlantic Coal, 1@2.25.

Louisville.—Jefferson, Madison and Indianapolis R.R., 45@47; do., 1st mort., 7s, 84¼@82¼; do., 2d mort., 7s, 73@75; Louisville, Cincinnati and Lexington R. R., 45@46½; do., pref., 88@89; do., 1st mort., 7s, 84½@85½; do., 2d mort., 8s, —@85; Louisville and Nashville R. R., 77½@78; do., 7s, old, 94@100; do., 7s, new, 90@92½; Elizabethtown and Paducah R. R. 1st mort., 8s, 85@87½; Louisville City 6s, for improvements, 78@80; do., for Bounty, 78@79; do., for Schools, 80@82; do., for Wharf, old, 81@83; do., for Wharf, new, 78@80; do., for Water Works, old, 82½@83½; do., for Water Works, new, 77@79; do., for L. & N. R. R., M. S., 81@82; do., L. E., 78@80; do., for E. & P. R. R. 7s, 89@90; do., for old liabilities, 10 years 7s, 89@90; do., 5 years 7s, 94@95; do., for Schools, 7s, 94½@94¼; Water Works 6s, 82@83; Canal 6s, second issue, 89@90; do., third issue, 80@81; do., fourth issue, 78½@79½; Kentucky State 6s, old, 99@100; do., new, 90@92; Grayson Co., 7s, 79@81; Muhlenburg Co., 7s, 78@80; Lyon Co., 7s, 75@77; Caldwell Co., 7s, 77@78; McCracken Co., 7s, 75@76; Shelby Co., 8s, 90@90½; Carroll Co., 8s, —@90; New Albany City 7s, —@85.

Railway Enterprise in Costa Rica.

The Government of Costa Rica has made a contract with Henry Meiggs, the railway king of South America, for the construction of a railway from San Jose, the capital, to the port of Limon, on the Atlantic. The price to be paid is seven millions of dollars. The projected road, says a Panama letter, is very popular with the people, and will be the means of rapidly advancing the country by opening up its immense area of rich lands on the Atlantic slope, which to the present have remained in almost their virgin state, and induce immigration, which above all other wants is most required in Costa Rica, her present population, 120,000, not being sufficient to gather the rich coffee crop of the republic. The Government has just obtained a loan of £500,000 sterling, in Europe, on the most favorable terms, with which to commence the road. It is to be completed in three years.

Narrow Gauge and York.

Many of our readers who first glance at the unique heading of this article, will wonder what it all means. All who are at all conversant with the great questions of the day, must see that not the least among them is that of the Narrow Gauge railroad interest in this country, as a matter of economy, as well as utility, under circumstances most deleterious to roads of a broad gauge.

These roads have been in successful operation for a number of years in England, Scotland and Wales; but their introduction to America was reserved for the present year, when through the superior sagacity, and general business qualifications of Gen. W. Q. Palmer, formerly of the Pennsylvania railroad, and then of the Kansas Pacific, the Denver and Rio Grande railroad (3 ft. gauge) was projected and is rapidly approaching completion. When finished, this road will reach its iron arm from Denver in Colorado, over mountain into valley, through the canyon, and down where the shining ores woo the toil and sweat of man, till its touch shall bid the land of Montezuma lay down the sword for the plow, and the spear for the pruning hook, and through this channel aid us in dispensing peace and plenty through the land. It is often asked, why not build at once a road that will carry more, last longer, and in every respect be like those now in general use? Perhaps the most comprehensive answer to this query will be manifest to our readers in the quaint remark of a friend, who, in speaking of the advantages of the narrow over the broad gauge roads, suggested that if he couldn't afford to wear broad cloth breeches he'd wear linsey woolsey, for breeches he would have. This remark of our friend may not in itself be a knock down argument for narrow gauge roads, but when we remember that strength and cheapness are combined with utility, we can see its force as a figure of speech. The cars for these roads are correspondingly reduced in size, which cannot be objectionable, since the carrying strength is proportionately greater in the small cars, as is demonstrated on narrow gauge roads now in actual operation, where the proportion is three tons of load, to one of car weight; while on the broad gauge roads it is but about one ton of freight to one ton of car weight. Here is an advantage which has given anxiety to very many fertile brains, without a satisfactory remedy for the trouble; and still we must look on a broad gauge car as a cumbersome thing, that can comfortably carry only its own weight; while these pigmies will carry three times theirs without creaking.

Railroad men throughout the land are working up to their interests in this matter, and already a score of narrow gauge roads are earnestly talked of and that too by men who mean work. Among those whose practical minds have grasped the idea as feasible, and destined to work a revolution in railroading in this country, so far as cheapness of transportation and economical construction are concerned, is our wide awake firm of Billmeyer & Smalls, who are even now showing their faith by their works, and erecting what will make, when finished as it soon will be, the largest Car Establishment in this part of the country.—This new structure, independent of their already more than extensive works, will be brick, 60 feet front by 170 feet in depth; and when finished will be supplied with all the machinery and fixtures of a first class shop, and be ornamental as well as useful. This building is designed exclusively for the manufacture of narrow gauge cars, and will be capable of turning out from ten to thirty new cars each working day. The energetic chief of this firm, Mr. D. E. Small, has the honor to be, with General Palmer and others, a pioneer of the the Narrow Gauge Railroad interest in America, and through him his firm have secured the building of the first one hundred narrow gauge cars ever used in this country, most of which are already far on their way to the Rocky Mountains. They are for the Denver and Rio Grande Railroad, which we have before referred to.—*York Daily.*

Wilmington and Western Railroad.

A new railroad traversing the northern part of Delaware and bringing the City of Wilmington into communication with the towns in Delaware and Chester counties, Pennsylvania, is now under contract. The ceremony of "breaking ground" was performed on Saturday last at Brandywine Springs. The prospects of the road were fully set forth in a speech made by the President of the company, J. T. Heald, Esq., an extract from which we publish:

It has some peculiarities which have given it a peculiar interest. There are three points: It is a most admirably located road. Leaving Wilmington for three miles in a very straight line, it extends up Red Clay creek through fine agricultural fields and among manufactories of many hundred thousand dollars' productions a year—manufacturing interests that can be developed through co-operation of the railroad. Then through Hockessin Valley, with its fine agricultural farms, and full of mineral resources. Then to White Clay creek and to Landenberg.

It runs through a country about as much in need of a railroad as any other unsupplied I know of. It is an important connection of the Pennsylvania and Delaware Railroad from Pomeroy to Delaware City. It makes a junction at Landenburg with that road. It is in connection with an extended railroad system from Wilmington, which we claim to be most valuable, running through Hanover Junction, passing Peach Bottom, Gettysburg, to Pittsburg and the West, that is fifty miles shorter than any other road connecting with the Delaware river.

☞ The shipments of coal from Cumberland, Md., for the six months ending July 1, 1871, were 1,107,075.12 tons, of which 399,397.12 tons were by Chesapeake and Ohio Canal, and 707,678 tons by Baltimore and Ohio Railroad.

☞ Chancellor Zabrisbie has denied the motion of R. S. Guild to vacate the order heretofore made for the sale of the Paterson and Newark Railroad. The road will consequently be sold August 1, 1871.

☞ It is announced that the Quincy Mining Company will pay a dividend of $4 per share in August, which, together with a similar dividend in February last, amounts to $8 per share for the year.

☞ B. M. Smith, of Alexandria, Va., Heikel & Harris, of Harrisburg; and Small & Co., of York, Pa., have been awarded the contracts for furnishing the timber for the Long Bridge, about two millions of feet.

☞ The Maine Central Railroad Company pays a semi-annual dividend of 3 per cent. on the stock of the Portland and Kennebec Railroad on the 25th inst.

☞ The Directors of the Belfast and Moosehead Lake Railroad Company have elected Charles B. Hazeltine President, Asa Faunce Treasurer, and John H. Quimby Clerk.

☞ The Baltimore, Catonsville and Ellicott's Mills Passenger Railway Company has declared a semi-annual dividend of 3 per cent., payable 12th instant, clear of United States tax.

Journal of Railroad Law.

RAILROAD COMPANIES NOT LIABLE—WHEN INJURED PERSON ONLY IN FAULT—DUTY TO PUBLIC AS TO STATIONARY CASES.

The facts in the recent case of The Chicago and Alton Railroad Company *vs* McLaughlin (47 Ills., 265), are fully and clearly stated in the following opinion by

LAWRENCE, J.—This was an action brought by James McLaughlin against the railway company, for injuries received by him from the alleged carelessness of one of the employees of the corporation. It appears that the track of the road is laid down through one of the public streets of the City of Springfield, and its freight depot fronts upon the street. The track is thus accessible to the public. The plaintiff was at play with other boys upon the track, or street, and climbed upon the step or stirrup of a freight car standing there. The yard master came and mounted the same car, going to the top by the same stirrup, at the south end of the car. As he went up the stirrup the boy let go and stood by the side of the car. The yard-master passed, on the roof of the car, to the north end and loosened the brakes. The car then began to move, from what cause does not appear, as it was an isolated car, but we suppose it was standing on a descending grade. Before the car had moved over a space equal to its length, it passed over the foot of the boy, inflicting serious injury. This is the account given by the witnesses for the plaintiff. It does not appear how the boy's foot happened to be caught by the car wheel, but each count of the declaration avers that the plaintiff was on the car when it was set in motion, and was cast upon the ground. If that be so he must have again climbed upon the stirrup after the yard-master had mounted the car. That he had let go his hold when the latter went up, and was standing upon the ground, there can be no doubt. His witness so testifies, and he would undoubtedly let go the stirrup, on which the witness says he was swinging, to allow the yard-master to pass. The yard-master gave no signal that the car was about to move.

How the yard-master was guilty, in this transaction of culpable negligence, we are wholly unable to perceive. Waiving all question of what degree of negligence is attributable to parents who permit their children to play about railway depots and cars, we are of opinion that this evidence discloses no omission of duty, or any wrongful act on the part of the railway employee. It is to be inferred from the instructions, that the case was tried in the Court below, on the theory that it was the duty of the railway company to keep a guard over their cars left upon the track, in order to keep boys from getting under or upon them, and that, in this case, the yard-master should have given a signal before loosening the brakes. Neither proposition is maintainable. A railway car standing by itself upon the track, is, ordinarily, a very harmless object, and, unless there is something in or about it that renders it dangerous, we know no reason why the railroad company should be required to establish a guard over it. As to the neglect of the yard-master, in this case, to give a signal, the witness testifies that after mounting the car he could not see the boy upon the ground. As the boy had let go his hold upon the stirrup before the yard-master mounted, and as he had no right to climb up the car, the yard-master might well suppose, when he loosened the brakes, that the boy was still on the ground where he had left him. Not seeing him upon the car, and having no reason to suspect he was there, the omission to give him warning was certainly not negligence. He had no cause for suspecting the boy to be in danger. The motion of the car, starting by itself on the removal of the brakes, would, necessarily, be very slow, and not dangerous to the boy, even if the yard-master had known him to have again climbed upon the stirrup. But he could not have known it, or have had good reasons to suspect it, and it would be very unreasonable to hold that, under such circumstances it was negligent in him to remove the brakes without giving a signal. He could see no occasion for a signal.

The verdict is wholly unsustained by the evidence, and the first and fourth instructions given for the plaintiff will require modification so as to conform to the foregoing views. They assume it was the duty of the yard-master to give warning. We hold there was no such duty, unless he knew or had reason to believe that the boy was in a position where he would be placed in peril by the movement of the car.

Judgment reversed.

Funding the Virginia State Debt.

The funding of the Virginia State debt commenced at the Treasurer's office, Richmond, on the 5th inst., when $88,632 25 were funded, and on the 6th $151,726 69. The total amount funded up to the 10th of July was nearly one million. The State Treasurer has decided to permit foreign bondholders to fund for fractional parts of their bonds to facilitate exchange. The new bonds, as described by the Richmond *Enquirer*, are beauties in design and finish, and all differ in shade. Every modern precaution has been taken to guard against counterfeiting. The coupon and registered bonds are both of the denominations of $100, $500 and $1,000—the registered running up to $5,000 and $10,000. On the $100 coupon bond there is a likeness of Governor Walker, and the coat of arms of Virginia s ands out conspicuously. This bond, when folded, has the following superscription, "Consolidated Debt of Virginia, 1st of July, 1871. Six per cent Coupon Bond—$100. Interest payable January 1st and July 1st of each year." The registered bond, on the other hand, has a power of attorney on the back. The fractional bonds have likenesses of Auditors Taylor and Rogers on their faces. The one third certificates, representing West Virginia's portion of the debt, have upon their face the Washington Monument. The sterling interest certificates are also lithographed.

Worcester and Somerset Railroad.

The result of the visit of the President and Secretary of the Worcester and Somerset Railroad Company to Philadelphia and New York during the past week, aside from bringing the enterprise favorably before capitalists, was that of decided benefit in the way of subscriptions to the capital stock, as well as receiving a few very flattering propositions from railmill agencies to furnish the iron for the road. Philadelphians in particular deserve much credit for the very liberal manner in which they "came down" with the one thing needful in railroad building, as well as arguments why the road should be pushed forward to completion with as little delay as possible. They are, as a general thing, not the men to "despise the day of small things," for well they know that short as the line is, it passes through a rich and productive country, and that its power of attraction when completed will be equal, if not greater, than the business of the main line itself, and that it all must ultimately empty itself into Philadelphia market.—*Newton (Md.) Gaz.*

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of June, were:

ENTERED FOR CONSUMPTION.

	1870.	1871.
Manufactures of wool.....	$585,340	$736,746
" cotton...	647.653	766,237
" silk	1,225,481	1,220,577
" flax	468,555	658,761
Miscellaneous dry goods..	491,540	476,179
Total entered for consump.	$3,436,569	$3,858,500

WITHDRAWN FROM WAREHOUSE.

	1870.	1871.
Manufactures of wool	$294,201	$462,110
" cotton...	178,490	196,096
" silk	139,535	182,663
" flax	260,843	244,016
Miscellaneous dry goods..	78,021	59,523
Total withdrawn from warehouse	$951,090	$1,144,408
Add entered for consump.	3,436,659	3,858,500
Tot. thrown on the market.	$4,387,659	$5,002,908

ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool....	$468,729	$660,978
" cotton ...	152,848	488,477
" silk.....	199,777	536,742
" flax	264 432	289,875
Miscellaneous dry goods..	36,191	117,200
Total entered for wareh'g..	$1,121,977	$2,093,272
Add entered for consump.	3,436,569	3,858,500
Total entered at the port.	$4,558,546	$5,951,772

The imports of foreign dry goods at New York for six months from January 1, were:

ENTERED FOR CONSUMPTION.

	1870.	1871.
Manufactures of wool ..	$8,261,740	$12,411,635
" cotton.	8,399,028	11,539,775
" silk ...	10,891,380	15,377.333
" flax ...	4,945,120	6,361,411
Miscellaneous dry goods	4,723,329	5,388,807
Total entered for cons'p.	$37,220,597	$51,078,961

WITHDRAWN FROM WAREHOUSE.

	1870.	1871.
Manufactures of wool ...	$5,261,344	$5,528,463
" cotton..	3,513,955	2,967,807
" silk	2,685,727	3.280,927
" flax	3,256,767	3,027,816
Miscellaneous dry goods.	872,853	859,523
Total withdrawn from warehouse	$15,590,646	$15,664,536
Add entered for consump.	37,220,597	51,078,961
Total thrown on the market.....	$52,811,243	$66,743,497

ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool....	$4,952,863	$6,044,435
" cotton..	3,243,267	3,556,120
" silk	2,387,260	3,733,032
" flax	2 513,121	2,297,891
Miscellaneous dry goods..	854,583	1,085,939
Total entered warehouse.	$13,951,094	$16,717,417
Add entered for consump.	37,220,597	51,078,961
Total entered at the port..	$51,171,691	$67,796,378

The imports of foreign dry goods at New York for the fiscal year ending with June, were:

	1870.	1871.
Manufactures of wool...	$16,531,040	$24,968,024
" cotton..	13,035,365	18,970,168
" silk.....	19,900,006	28,294,801
" flax....	9 091,385	11,887,895
Miscellaneous dry goods.	8,204,255	9,862,859
Tot. entered for consump.	$66,762,051	$93,923,747

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1870.	1871.
Manufactures of wool....	$11,927,870	$11,654,631
" cotton..	5,092,521	4 637,998
" silk	5,400,988	5 972,885
" flax	5,513,250	5,450,083
Miscellaneous dry goods.	1,384 247	1,357,283
Total withdrawn from warehouse.....	$29,318,876	$29,072.830
Add entered for consump.	66,762,051	93,923,747
Total thrown on market.	$96,080,927	$122,996,577

ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool....	$11,675,624	$12,628,703
" cotton..	5,392,179	5,460,494
" silk.....	5,528,684	7,541,331
" flax....	5,452,098	4,893,472
Miscellaneous dry goods.	1,603,640	1,675,463
Total entered for warehousing.....	$29,652,225	$32,199,463
Add entered for consump.	66,762,051	93,923,747
Total entered at port....	$96,414,276	$126,123,210

The imports of foreign dry goods at New York for the fiscal year ending June 30, were:

	1869.	1870.	1871.
July.....	$6,971,547	$7,936,470	$6,990,722
August.....	12 853,606	12,775,441	14,002,482
September..	8,457,768	8,956,602	11,076,597
October.....	5,702,189	6,059,108	9,365,558
November ..	5,514,392	5.746,185	8,957,238
December ..	3,516,508	3,768,779	7,934,235
January....	7,661,015	7,629,753	8,442,025
February...	9,201 193	10,796,404	14,548,882
March	13,321,059	12,983,106	18,129,012
April	7,938,674	7,982,484	11,062,459
May.....	6,993,707	7,221,398	9,662,228
June.....	4,368,184	4,558,546	5,951,772
	$92,499,842	$96,414,276	$126,123,210

The imports of dry goods at New York for the year ending with June, were:

	1870.	1871.
Manufactures of wool..	$28,206,664	$37,596.727
" cotton.	18,427,544	24,430,662
" silk....	25 428,690	35,836,132
" flax ...	14,543,483	16,781 367
Miscellaneous dry goods	9,807,895	11,478 322
Total imports.....	$96,414,276	$126,123,210

The imports of foreign dry goods at New York for each fiscal year since 1850 have been as follows:

1850-1.....	$64,613,747
1851-2.....	57,221,062
1862-3.....	79,192,513
1863-4.....	92,389,627
1864-5.....	62,918,443
1865-6.....	85,898,690
1856-7.....	92,669.088
1857-8.....	67,317,736
1858-9.....	93,549,083
1859-60.....	107,843,205
1860-1.....	83,310,345
1861-2.....	38,155,720
1862-3.....	61,963,037
1863-4.....	83,234,966
1864-5.....	49 853,939
1865-6.....	137,055,834
1866-7.....	103,407 278
1867-8.....	77,254,182
1868-9.....	92,499,842
1869-70.....	96,414,276
1870-1.....	126,123,210

THE NEW YORK (VIADUCT) RAILWAY COMPANY.

DIRECTORS.

Alexander T. Stewart, A. Oakey Hall,
William M. Tweed, John Jacob Astor,
August Belmont, Peter B. Sweeny,
Charles A. Lamont, Levi P. Morton,
James F. D. Lanier, Hugh Smith,
Franklin Osgood, William T. Blodgett,
William Butler Duncan, Richard O'Gorman,
John J. Bradley, Jose F. Navarro,
Charles L. Tiffany, Henry Smith,
William R. Travers, Edward A. Wesley,
Joseph Seligman, Manton Marble,
Richard B. Connolly, John Taylor Johnston,
Henry Hilton.

HENRY HILTON,
President.
HUGH SMITH,
Vice-President.
W. BUTLER DUNCAN,
Treasurer.

EDWARD P. BARKER,
Secretary.

By authority of the Board of Directors of THE NEW YORK RAILWAY COMPANY, and in conformity with the terms of the Act of Incorporation in that respect, the undersigned Commissioners on Stock Subscriptions give public notice for and on behalf of the Directors, and of such Company, that Books of Subscription for the Capital Stock thereof will be opened on WEDNESDAY, the TWENTY EIGHTH DAY OF JUNE instant at the following places in this City, viz:

At the Banking House of
DUNCAN, SHERMAN & CO.,
No. 11 Nassau street.

At the Banking House of the
BANK OF THE METROPOLIS,
No. 31 Union square.

The Company is authorized to construct two Viaduct Railways or branches through the City of New York, on the east and West sides thereof, from a common starting point at or near Chambers-st., between Broadway and Chatham-st.; also across the Harlem River and through Westchester County; with power to build additional lines of railway or branches, from time to time, in any part of the City or Westchester County. *The property acquired by the Company is exempted from taxes and assessments during the period allowed for the final completion of the railway in the city.* The Mayor, Aldermen, and Commonalty of New York are authorized and directed, with the approval of the Commissioners of the Sinking Fund, to subscribe for **five millions of dollars** of the stock of the Company, whenever one million of dollars thereof has been subscribed for by private parties. *This conditional amount of stock has been wholly subscribed for and taken by the Directors of the Company.* On the completion of either of the lines of railway to the line of Westchester County, the Supervisors of that County are authorized to issue the bonds of the County to such amount as the Supervisors shall deem expedient, to aid in the construction and extension of the railway in and through that County. For the proper equalization of the interest of shareholders who may subscribe and pay in moneys at different times, the Directors are authorized to issue scrip for interest on such payments, payable out of the earnings.

THE TERMS OF SUBSCRIPTION will be as follows:

TEN PER CENT. of the amount of Stock subscribed for, to be paid in cash at the time of subscription. The residue to be paid as called for by the Board of Directors on a notice of thirty days, but no call at any one time to exceed ten per cent.

Scrip for interest at the rate of seven per cent. per annum will be issued by the Company payable out of the first earnings of the Railway on all installments paid on stock subscribed for within thirty days after the Subscription Books shall be opened.

The Company reserve the right to close the Subscription Books at any time after the twenty-ninth day of July, 1871.

By order of the Board of Directors,

Alexander T. Stewart,
John Jacob Astor,
Levi P. Morton, } Commissioners on behalf of the Company.

New York, June 16, 1871.

☞ We learn from Chicago that Judge Drummond of the United States Circuit Court has decided in the patent case of Thomas Sayles against the Chicago and Northwestern Railroad for an infringement of Tanner's double acting car brake, in favor of the Tanner patent upon all points of the controversy. The case has been in the courts nearly ten years. Nearly all the railroads in the United States, including the horse railroads, by this decision are infringing on Tanner's patent, and the result involves millions of dollars. Samuel D. Cozzens of New York was counsel for the pursuer, and B. R. Curtis of Boston for the defender.

☞ The Kanawha *Republican* says that the work of laying track on the Chesapeake and Ohio railroad is being rapidly pushed forward both ways from Coalsmouth. The locomotive and cars are now on the track, and in running order. The immense saw mill at St. Alcans, built at an expense of nearly $60,000, is working finely, and will soon be cutting railroad ties as fast as they can be laid. It is the intention of the company to have trains running over the entire western division by the end of September.

☞ John King, Jr. has been elected President, and Johns Hopkins, Thomas Whitridge and Hugh Sisson, of Baltimore, ; Joseph H. Sherrard, of Winchester, and George A. Hupp, of Strasburg, directors of the Winchester and Strasburg Railroad Company.

Locomotive Performance.

We have received from Messrs. M. BAIRD & Co., Philadelphia, a circular containing a communication from A. J. CASSATT, Esq., General Superintendent Pennsylvania Railroad, giving the particulars of the performance of Passenger Locomotive, No. 422, on that road. Its continuous mileage, (153,280) without ever being off its wheels for repairs, is, so far as we are informed, unprecedented in extent, and is the more remarkable in view of the unusually severe service in which the engine has been engaged. The figures are given with the belief that they will be of interest to the railroad community.

THE PENNSYLVANIA RAILROAD CO.
Office of the General Superintendent,
Altoona, Pa., June 12th, 1871.

Messrs. M. BAIRD & Co.,
Baldwin Locomotive Works,
Philadelphia, Pa.

Gentlemen:—Engine 422 has been taken into the shop for repairs, and as her performance has been an extraordinary one, you will, I am sure, desire to know some of the particulars of her career thus far.

She was placed on the road on the 17th day of October, 1867, and ran until the 14th day of May, 1871. During the whole of this time she hauled fast and heavy passenger trains over the Middle Division, and made the wonderful run of 153,280 miles, losing only three trips, which was during November, 1869, to have six new flues put in and to clean the mud out of the waiste of the boiler. She also lost six round trips in May, 1870 getting a larger tank, to enable her to make the run from Altoona to Harrisburg (132 miles) without a stop.

This, however, was no fault of the engine and should not be counted against her.

As an offset against the nine trips lost, she made eleven and one-half extra trips between Altoona and Harrisburg.

The total cost for repairs up to the time she was laid off, amounted to $3,727.06, or 2 44 cents per mile. Our book account makes these amounts somewhat greater, but I have deducted all items not actually running repairs, such as the new tender, cost of applying air brakes, &c., which, although under our system of accounts are necessarily charged to repairs, actually do not belong there.

When Engine 422 was taken into the shop, she was reported as run down in the working parts, but uniformly so; all the bearing surfaces being smooth and good and her general condition being better than is usual with engines taken in for repairs. The cost of placing her in thorough repair is estimated at $1,262.73.

Yours truly, A. J. CASSATT,
General Superintendent.

The above express passenger locomotive was built by M. Baird & Co. for the Pennsylvania Railroad Company, and delivered September 9, 1867. Its general dimensions are: Cylinders, 17 inches diameter; 24 inches stroke. Drivers, 67 inches diameter. Weight, in working order, 71,000 pounds.

☞ The contracts for building and equipping the Ashtabula, Youngstown and Pittsburg railroad were let on the 30th of June. The road is to extend from the harbor of Ashtabula to Youngstown, thus furnishing a third line from Pittsburg to Lake Erie. It is the intention of the projectors to push the work as rapidly as possible, and it is probable the entire line will be completed and opened to traffic within one year from the present time.

Canals and Navigation Improvements of Pennsylvania.

A tabulation showing the Stock and Bond Accounts, the Length and character of the Works, the Cost, Earnings, Expenses and Dividends, &c., for the fiscal year 1870.

Compiled from the Reports of Companies returned to the Hon. J. F. HARTRANFT, Auditor General of the State.

Canals.	General Accounts. Stocks.	Bonds.	Debt.	Total.	Length of Canals.	Dimensions. Top.	Bottom.	Depth.	Locks. No.	Lockage. Length.	Width.	Rise, &c.	Cost of Works.	Gross Earnings.	Operating Expenses.	Net or Profits.	Divid'ds. Am't.	Rate.
	$	$	$	$	M.	Ft.	Ft.	Ft.		Ft.	Ft.	Ft.	$	$	$	$	$	p.c.
Delaware and Hudson	15,000,000	5,000,000	....	20,000,000	108.00	48	30	6	106	100	15	1,086	7,066,899	107,947	609,727	Loss.	1,500,000	10
Delaware Division (leased)	1,633,350	800,000	....	2,433,350	60.00	44	26	6	32	90	11	166	2,433,350	(Operated by Leh. Coal & Nav.)			130,668	8
Erie	64,000	....	1,589,205	1,653,205	161.00	54	30	4	134	80	15	977	689,446	67,251	78,810	Loss.	.... ..	....
Junction	399,060	....	....	399,060	18.00	45	26	4	11	90	17	50	399,060	(No account.)			.... ..	....
Lehigh Coal and Navigation	8,739,800	15,662,979	....	24,402,779	48.00	60	45	6	53	102	22	375	4,455,000	344,308	169,628	175,680	.... ..	....
Monongahela Navigation	1,003,500	110,000	....	1,113,500	83.00	..	..	4	6	190	50	49	1,115,452	220,216	90,029	130,187	91,987	10x.
Muncy	2,625	....	16	2,641	0.75	40	25	..	..	..	..	..	6,510	293	362	Loss.	.... ..	....
Pennsylvania	4,337,950	2,232,000	....	6,569,950	349.00	(various.)			(various.)			923	(unknown.)	609,552	446,664	142,888	.... ..	....
Wyoming Valley																	.... ..	....
Schuylkill Navigation	4,797,185	7,848,036	893,094	13,538,315	108.23	60	40	6	76	110	18	619	13,206,010	57,668	197,368	(Lea. Jul. 12, '70 Ph. & R'd'g		
Susquehanna	2,002,746	2,634,310	284,873	4,921,929	45.00	50	30	5	33	170	17	233	4,837,278	135,162	73,560	61,602	.... ..	....
Union	2,907,850	3,000,000	....	5,907,850	87.24	43	28	4½	88	90	17	501	5,907,850	59,952	55,750	4,202	.... ..	....
West Branch and Susquehanna	1,100,000	748,300	63,000	1,911,300	123.00	40	28	4	38	90	17	223	1,911,300	(Operated by Penn. Canal Co.)			.... ..	....
Wisconsin	58,925	....	24,600	83,525	12.00	45	28	4	7	90	17	24	512,000	8,326	8,554	Loss.	.... ..	....

Narrow Gauge.

A letter addressed to Mr. Samuel Wilkeson, Secretary of the Northen Pacific Railroad, touching upon the subject of narrow gauge railways refers to the Denver and Rio Grande Railway enterprise and presents some statistics which will at least interest those of our citizens who are pushing the narrow gauge project between Pittsburg and Economy. After noting the construction of the rolling stock a comparison is made of the actual power of engines and actual weights of rolling stock on the three feet and four feet eight and a half inch gauges respectively. The Pennsylvania Railroad is taken for the purposes of this illustration. The standard passenger engine in use on that road has a weight on drivers of 40,000 pounds, or just double the capacity of the engine on the Denver and Rio Grande, but has a total weight, including tender, of 105,000 pounds, or fifty-two and a half tons. Their usual local passenger train consists of:

	Tons.
4 passenger cars, seating 53 passengers each, and weighing each 40,000 pounds, or 20 tons	80
1 baggage car	14
1 engine and tender	52½
Total	146½

This train will accommodate 212 passengers, if full.

To carry the same number of passengers on the three-feet gauge, are required,

	Tons.
6 passenger cars, seating each 35 passengers, and each weighing 8 tons	48
1 baggage car	4
1 engine and tender	20
Total weight	72

or less than one-half the total weight of the train on the standard gauge. Then, since the smaller engine has one-half the power of the larger, it follows that it can readily take its load wherever the larger engine can go; and on the authority of competent judges, can take it at a speed of thirty-six miles per hour as readily as the other can run forty miles per hour.

But follow this out in freight traffic, which is the paying traffic of any road, and see the result. The capacity of the freight engine on

	Tons
Three feet gauge is, on average low grades	405
Deduct weight of engine and tender	22½
Leaving for load	382½
Cars weigh two tons to carry five tons of this load then 2 7 would be cars, or say	108
Leaving for paying freights	273½
On standard gauges freight engines having double the weight on drivers will have double the capacity, or	810
Deduct engine and tender	60
Leaving for load	750
Cars weigh ten tons and carry ten tons, then of load one-half will be weight of cars	375
Leaving for paying freight	375

This shows an actual capacity for the narrow gauged freight engines of nearly three-fourths that of an engine of more than two and one-half times its weight.

But it is supposed, in this case, that cars on both gauges are always filled, which is far from being the case. Statistics show that on standard gauges more than four tons of dead or non-paying weight are annually carried over these roads, to each ton of paying freight. In other words the average amount of freight carried in each car is but one-fourth of its capacity. Allowing that this discrepancy may extend to the three-feet gauge also, which, from the smaller size of cars, can scarcely be expected, and this is the result:

THREE FEET GAUGE.

	Tons.
Cars weigh two tons, and have capacity of....	5
Then in load as above of	382
There will be weight of cars.....	234
Leaving weight of paying freight.....	146

FOUR-EIGHT AND ONE HALF GAUGE.

In load as above of.....	750
Weight of cars.....	600
Weight of freight.....	150

or only four tons more than on the narrow gauge. —*Pittsburg Chronicle.*

☞ The George's Creek Coal and Iron Company, Baltimore, has declared a semi-annual dividend of $3 per share, payable on and after 14th instant, clear of all taxes except United States tax.

☞ The Atlantic and George's Creek Coal Company, Baltimore, have declared a dividend of fifteen cents per share, payable on and after the 12th inst.

☞ The Vera Cruz Railroad has reached Cordova, and will be finished to the capital by the end of the year.

VENEERS
FOR
CAR BUILDERS.
A. PARKER & CO.,
166 & 168 Centre St., Cor. Canal St., N. Y.

Notice to Contractors.

COLONIAL SECRETARY'S OFFICE, May 23, 1871.

THE Government of Prince Edward Island will until 19th of July next, receive Tenders for the construction and equipment of a Railway of 3 feet 6 inches gauge, from Cascumpec to Georgetown, a distance of about 120 miles.

Payments will be made in Prince Edward Island Government Debentures, bearing six per cent. interest, payable half-yearly, redeemable in 30 years.

Specifications may be seen, and forms of tender, and other information obtained at the Government Engineer's Office, Charlottetown, after 20th June next.

No tender will be recognized unless made on the printed form.

The Government do not bind themselves to accept the lowest or any tender.

Tenders will be received for either the whole distance from Cascumpec to Georgetown in one contract or in three contracts as follows:

No. 1. From Charlottetown to Summerside, with Station Houses and Wharves at both places.

No. 2, From Charlottetown to Georgetown, with Stations and Wharf at Georgetown.

No. 3. From Summerside to Cascumpec, with Station Houses and Wharf at Cascumpec.

T. HEATH HAVILAND,
Colonial Secretary.

Great Western Railway of Canada.

The Directors are prepared to receive tenders for the fourth division of their Canada Air Line, extending from Canfield to Fort Erie, a distance of about forty-four miles. Plans and specifications will be on exhibition at the office of George Lowe Reid, Esq., Chief Engineer, Hamilton, on and after 10th July, and sealed tenders, marked "Tender for Fourth Division Air Line," addressed to the undersigned, will be received to the 24th July.

JOSEPH PRICE,
Treasurer, &c.

Chief Offices, Hamilton, Ontario, May 27, 1871.

YORK CAR WORKS.
ESTABLISHED IN 1852.
Billmeyer & Smalls,
YORK, PENN.

This old established firm continue to build all kinds of Freight Cars to order.

Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

C. Billmeyer. D. E. Small. J. H. Small.

RAILROAD IRON.
1,000 tons LLYNVI VALE.
1,000 " BAILEY BROS.
50 LBS. ERIE PATTERN. Now in yard and for sale by
DANAS & LITCHFIELD,
49tf 18 William street

NEW YORK
State Railroad Bonds.

A First-Class Home Investment.

FIRST MORTGAGE
GOLD BONDS
OF THE
RONDOUT AND OSWEGO RAILROAD.

Principal and Interest payable in Gold.

SEVEN PER CENT. SEMI-ANNUALLY.

This Road covers 100 miles of the most direct possible line between the Great Lakes and deep water navigation on the Hudson River, the whole line of which will be completed and in operation on or before October 1, 1872, and give a new line of road to Lake Ontario and the West 25 miles shorter than any line that can be found.

It passes through the Cement, Flag-Stone, and Lumber regions of Ulster County, and the rich agricultural bottoms of Delaware and Greene Counties, all of which have not heretofore been reached by railroad facilities, and from which sections the formation of the country prevents the construction of a competing line.

The 36 miles of road operated for three months is already paying net earnings equivalent to 7 per cent. gold on its cost of construction and equipments. The issue of Bonds is limited to $20,000 per mile of COMPLETED ROAD, the coupons payable in gold in this city. Price of the Bonds 90 in currency.

Full particulars of the above may be had of, and the Bonds for sale by,

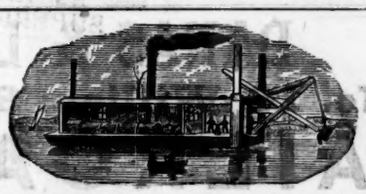
EDWD. HAIGHT & CO.,
9 Wall Street, New York City,
Financial Agents of the R. & O. Company.

W. G. CHITTICK,
35 WALL ST, NEW YORK,
Buys & Sells, on Commission,
Commercial Paper,
Sterling Exchange,
Government Securities, &c.
AND TRANSACTS
A General Banking Business.
Loans Negotiated and Investments Made on Favorable Terms.
Orders for Stocks and Gold carefully executed at the Regular Boards.
Prompt Attention given to every Branch of the Business.

HEYERDAHL, SCHÖNBERG & CO.,
31 Pine Street,
NEW YORK.

IMPORTERS OF
RAILROAD IRON,
AND DEALERS IN
RAILWAY MATERIALS.

SOLE AGENTS
IN THE UNITED STATES FOR
SAMUEL FOX & CO'S
Bessemer Steel Rails.



TO CONTRACTORS.—Superior Steam Dredges, Steam Hoisting Derricks, Upland Excavators, Stationary and Marine Engines, and all kinds of Machinery made to order by the POUND MANUFACTURING CO., Lockport, N. Y.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, June 21, 1871.

A DIVIDEND OF FIVE PER CENT. IN CURRENCY, free of Government tax, has been declared by the Board of Directors of this Company, payable on the 1st day of August next to the holders of full-paid shares registered at the close of the 15th day of July next, after which date and until the 5th day of August next the transfer-books will be closed.

L. V. F. RANDOLPH, Assistant Treasurer

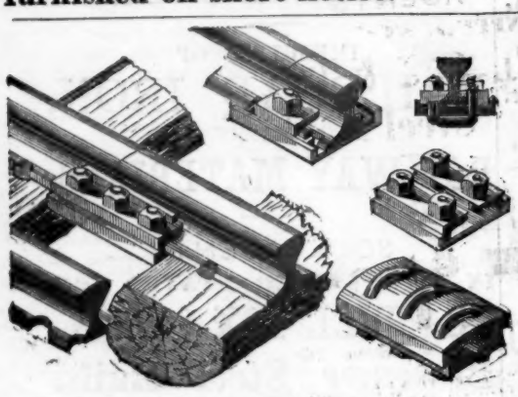
ROME, WATERTOWN AND OGDENSBURGH R. R., VICE PRESIDENT'S OFFICE, 136 Chamber St., New York, June 24, 1871.

DIVIDEND NOTICE.—This Company will pay a Semi-Annual dividend of four per cent. free, on and after the 15th day of July next. Transfer books will remain closed from date to day of payment. Stock registered in New York will be paid at the Mercantile National Bank for sixty days.

MARCELLUS MASSEY,
Vice President.

Contract for BUILDING and OPERATING at any point required.

MACHINERY and APPLIANCES for RIVER, HARBOR and BANK IMPROVEMENTS, constantly on hand, and furnished on short notice.



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The Superiority of these Joints has been proved by eight years' use on different Roads.

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RAILROAD IRON,
of best AMERICAN, ENGLISH and WELSH make, of ORDINARY or SUPERIOR QUALITY, and of any size, weight and pattern, from WORKS, YARD or EUROPEAN Shipping port, or delivered at ports in the United States or Canadas.

Bessemer and Puddled Steel Rails, Chairs, Spikes, &c.

CAMP'S IMPROVED DUMPING CAR.
RIGHTS FOR SALE BY
A. W. RHOADS & CO.,
Wilkes-Barre, Pa.
A. W. RHOADS, N. H. CAMP.

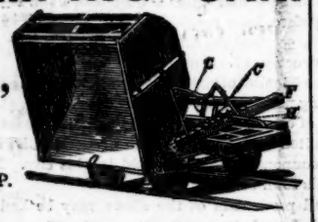

Fig. No. 1, Car Loaded & at Rest. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2. ***To Replace the Hopper in Readiness for another Load.***

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

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KINGSTON, JAMAICA, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

July 15, steamer OCEAN QUEEN, Capt A. G. Gray, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, via Kingston, and connecting at Panama with steamer SACRAMENTO, Capt. Lapidge, touching at Acapulco, Manzanillo and Mazatlan, and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of July 13.

Steamer AMERICA will leave San Francisco August 1, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

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